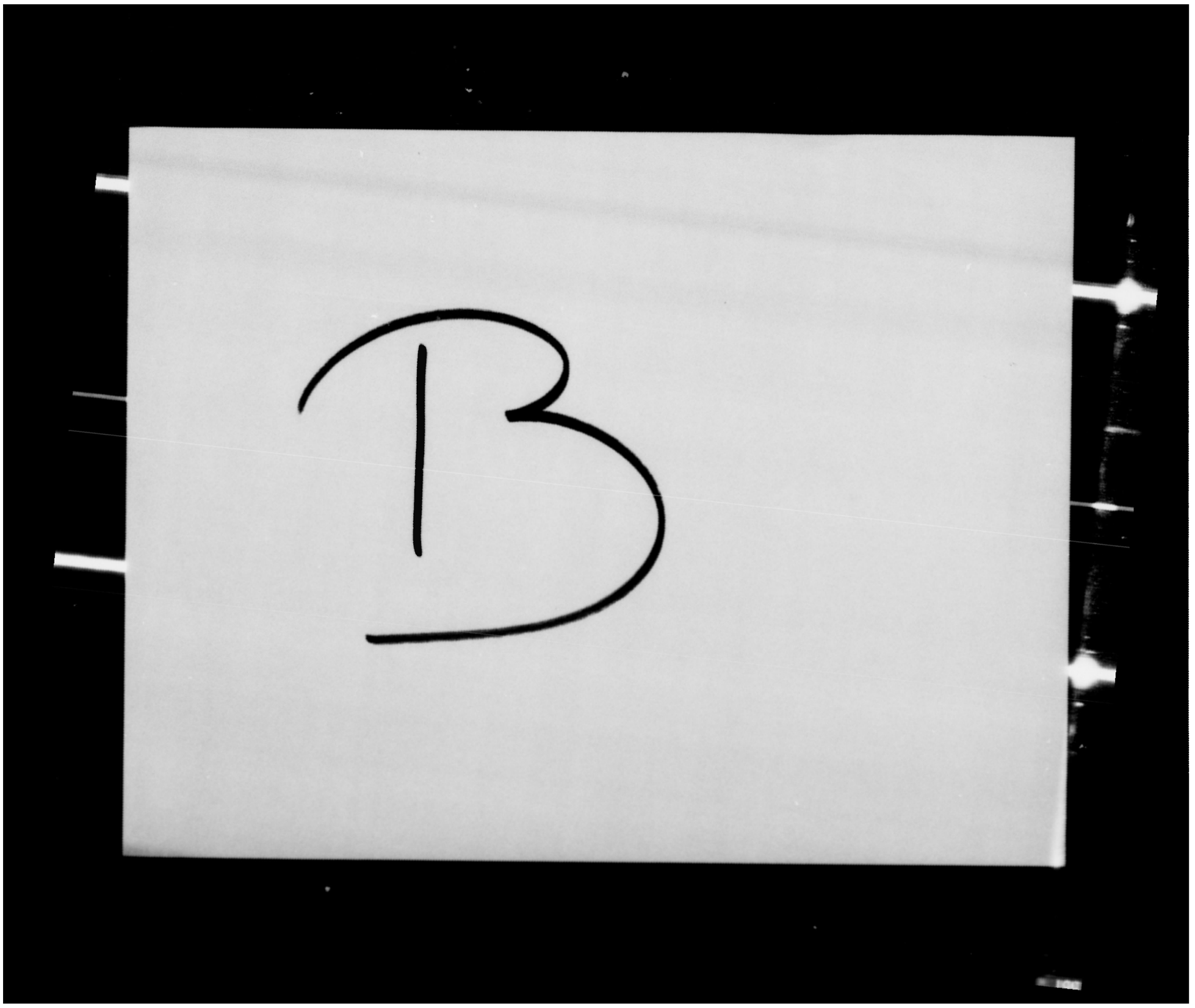

B

TIME FILE

Babcox, Edward S.

April 18, 1961

Mr. Edward S. Babcox
666 North Portage Path
Akron 3, Ohio

Dear Mr. Babcox:

I have your note of April 15, 1961, and I shall certainly try to work out a communication to the drivers concerning this matter.

Fraternally yours,

James R Hoffa
General President

JRH:id

Babcox
business publications
BABCOX BUILDING AKRON 4, OHIO PHONE: JE 5-6117

AUTOMOTIVE CHAIN STORE
BRAKE AND FRONT END SERVICE
HOME IMPROVEMENT TOPICS
RUBBER INDUSTRY NEWS
SUPER SERVICE & TA BOOK
TIRE AND TBA REVIEW
TIRE REVIEW CONVENTION NEWS - LOUISVILLE
TIRE REVIEW CONVENTION NEWS - NTDRA
TBA REPORT

April 15, 1961

James Heffa

Washington DC

DEAR SIR:-

YOU c an do the motorists of the USA a GREAT service if y you will instruct ALL truck drivers to STOP "INDIAN FILE" driving. When two or more trucks sail along highways a very few feet apart it is next to impossible to pass them--for obvious reasons.

Also--when ONE slow-going truck on narrow road permits a line of 10 to 30 cars to pile up behind his vehicle--it delays and hinders scores of drivers and passengers. If such trucks could just move to side of the road and motion the line of faster moving vehicles to pa pass on--it would save time, money, tempers--AND create no end of GOOD WILL for your members and organization.

I have just returned from 3000 mile drive to the south and back. On RT 11 up from Roanoke to Bedford, Pa.today there were all kinds of trouble, when we had Indian file drivers and also ONE truck with heavy load of red sand chugging slowly along and at least 20 cars behind--delayed for half hour or more. That driver could easily have pulled over to one side and given followers high sign to shoot ahead--but he nev er did. Please do something about this. It may be

Babel, Norman Mortgage Company
X Elson, Jerome H.

April 25, 1958

Mr. Norman Babel
Norman Babel Mortgage Company
245 S. E. First Street
Miami 32, Florida

Dear Sir:

In acknowledgment of your letter of April 22, 1958 in reference to an earlier letter of March 20, 1958, may we advise you that your request with regard to the information you desired was not accompanied by an authorization from Mr. Jerome H. Elson for release of such information.

On March 25, 1958 we wrote to Mr. Elson asking him to give this office such an authorization if he desired the information to be given to your firm. To date we have not heard from him and until this authorization is forthcoming we are not in a position to give this information to you.

Sincerely yours,

WILLIAM T. MULLENHOLZ
COMPTROLLER

WTM:s

cc: Mr. Gibbons

FROM THE OFFICE OF
JOHN F. ENGLISH, SECRETARY-TREASURER
INTERNATIONAL BROTHERHOOD OF TEAMSTERS

2222222

that your boys do not realize how they are delaying traffic. I know some truck drivers; they are fine fellows and no doubt most are.

A word from you passed along the line will help thousands of us who have had to trail some of the truckmen who, I feel sure, will be glad to cooperate.

Fact is--if trucks had a sign on rear that would indicate they want faster vehicles to pass etc etc---it would be wonderful.

Did you ever get caught in a situation I have described?

Many thanks in advance for your cooperation--

Sincerely,

Edward S. Babcox

PRESIDENT and EDITOR

EDWARD S. BABCOX
666 North Portage Path
Akron 3, Ohio

RECEIVED
APR 18 8 12 AM 1951
C. I. O. OF A.
INTERNATIONAL REP. OF T.
GENERAL PRESIDENT

ADMINISTRATIVE FILE
Bach, Caroline M.
X
X

May 11, 1962

Mrs. C. M. Bach
2433 N. E. Clackamas Street
Portland 12, Oregon

Dear Mrs. Bach:

Thank you for your comments in your letter of May 6. I read them with interest.

Enclosed I am returning the enclosures as per your request.

Very truly yours,

James R. Hoffa
General President

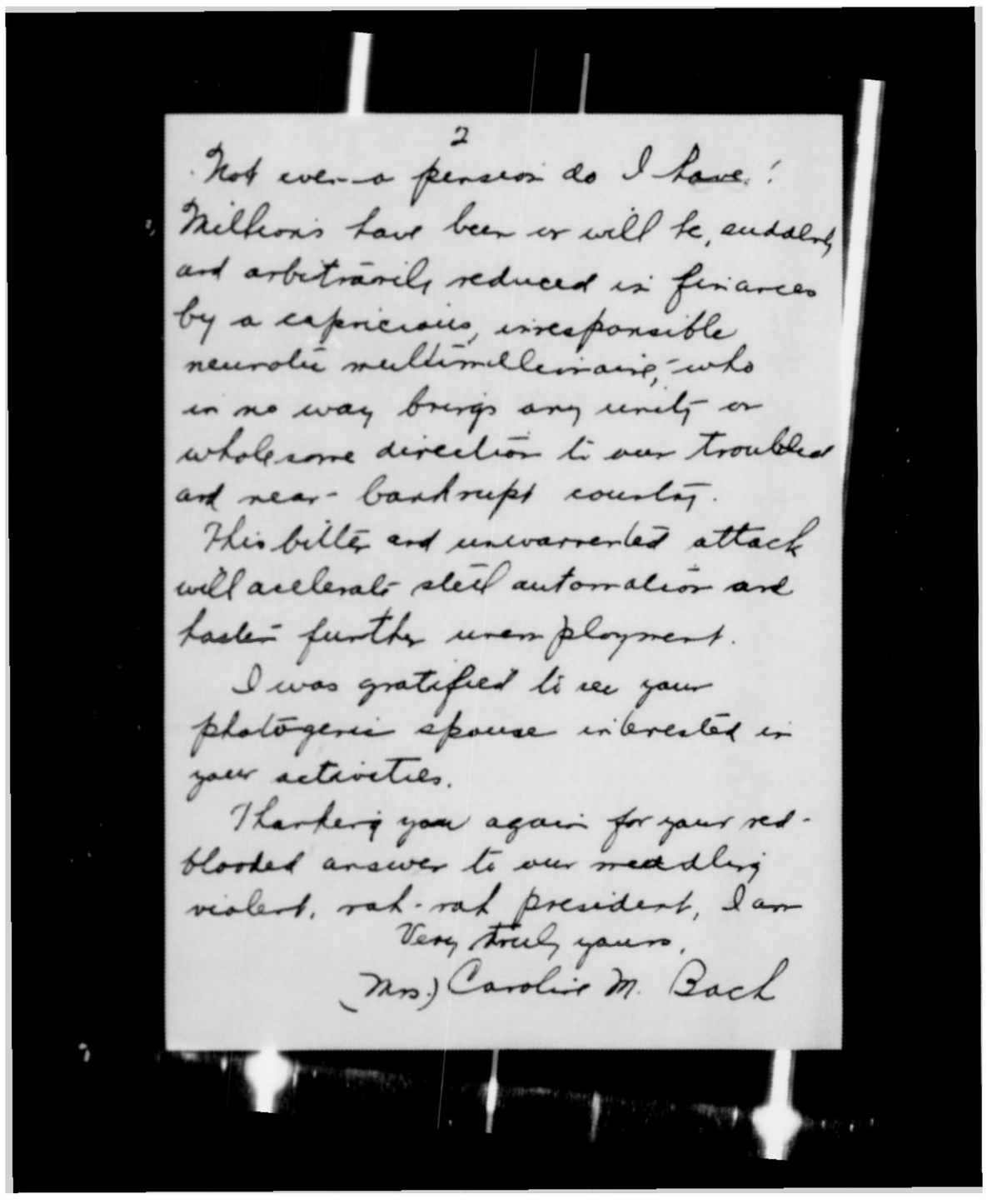
JRH/yh
Enc.

2433 N.E. Clackamas St.
Portland 12, Oregon
May 6, 1962

Mr. Hoffa
Dear Sir:-

It is with generic satisfaction I heard your state ment last night denouncing our totalitarian president's meddling in business and labor. Half my estate, which just about gave me a fair living, has been in the best steels for the past twenty-two years. The punative capital gains taxes kept me [illegible] in.

Seventy-five and with failing eyesight I really cannot enter business again. Happily my state and federal taxes halve themselves but I shall soon be, when our steel companies lower their dividends by fifty percent, in a rather unfortunate position.



Not even a person do I have.
Millions have been or will be, suddenly
and arbitrarily reduced in finances
by a capricious, irresponsible
neurotic multimillionaire, who
in no way brings any unity or
wholesome direction to our troubled
and near-bankrupt country.

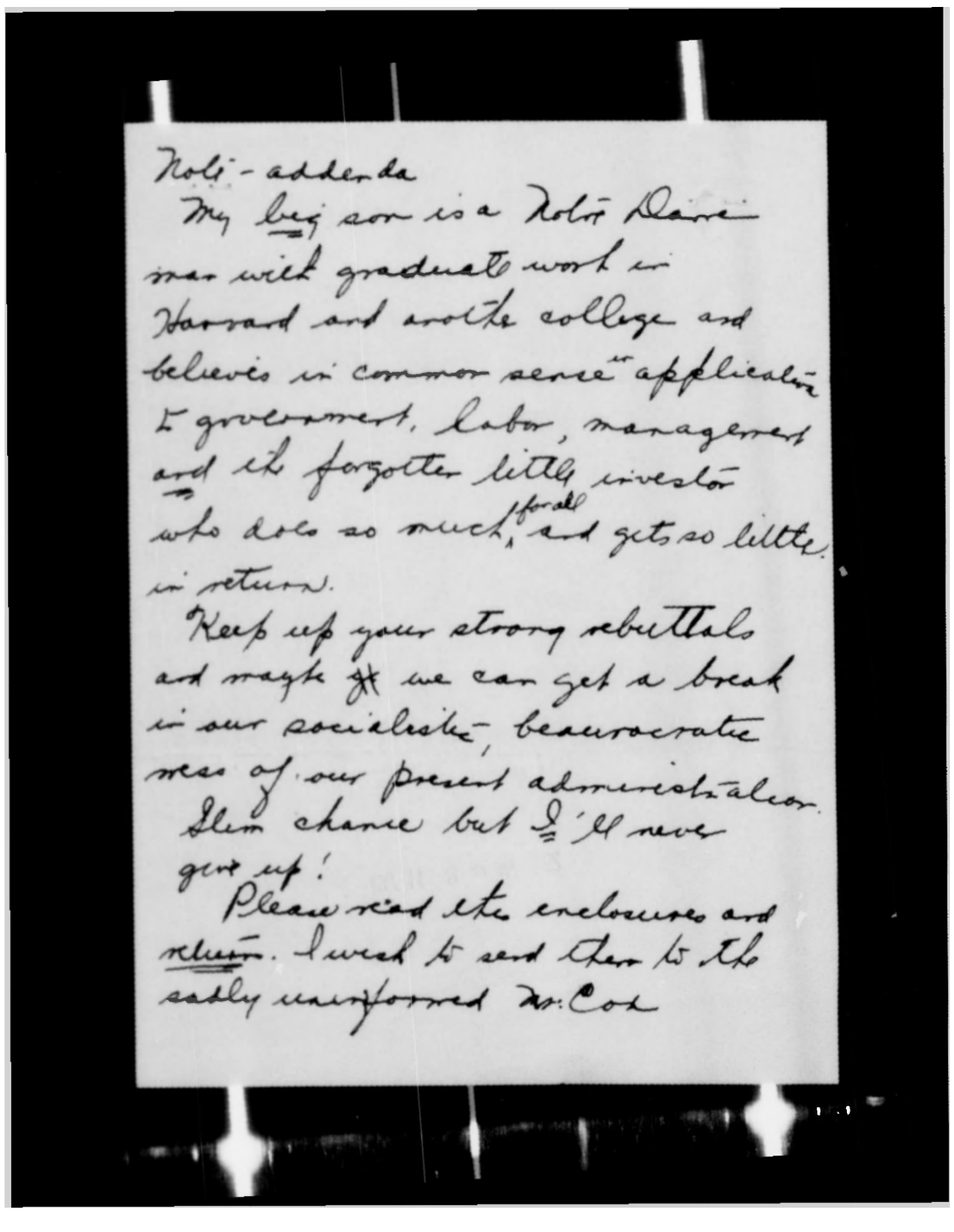
This bitter and unwarranted attack
will accelerate steel automation and
foster further unemployment.

I was gratified to see your
photogenic spouse interested in
your activities.

Thanking you again for your red-
blooded answer to our meddling
violent, rat-rat president, I am

Very truly yours,

(Mrs.) Caroline M. Bach



Nobi - addenda

My boy son is a Nobi Diane man with graduate work in Harvard and another college and believes in common sense in application of government, labor, management and the forgotten little investor who does so much, and gets so little in return.

Keep up your strong rebuttals and maybe we can get a break in our socialistic, beaurocratic mess of our present administration. Slim chance but I'll never give up!

Please read the enclosures and return. I wish to send them to the sadly misinformed Mr. Cox

/ADMINISTRATIVE FILE
Bachuss, Edward
Bachuss, Katherine
X

December 4, 1961

Mr. Jack Goldberger
240 Golden Gate Avenue
San Francisco, California

Dear Sir and Brother:

The attached letter from Katherine Bachuaa ia being forwarded for appropriate action that you may wish to take.

Fraternally,

H. J. Gibbons
Executive Assistant to the
General President

HJG:id
att.

November 30, 1961

International Brotherhood of Teamsters
25 Louisiana Avenue Northwest
Washington, D.C.

Dear Sir:

I am writing to inquire about one of your former, and possibly present, members, one EDWARD BACHUSS. I understand that, as a rule, you do not give out information about any of your members, but I'm hoping that you might make an exception when I tell you my reason for this inquiry.

My name is Katherine Bachuss, and I am the daughter of Edward Bachuss, and I haven't seen my father since I was one year old. I would like to find him and get in touch with him. I will appreciate anything you can tell me.

All I know about my father is that he is approximately 51 years of age, he was driving a truck in Shawnee, Oklahoma in 1941, his address at that time was 607 E. Highland St., Shawnee, Oklahoma. He was born in Tennessee, and at the age of somewhere around 30 or 31 he married my mother, Frances Evelyn Sheppard.

Please give me any information as to his whereabouts at present, or if he was a member of the Teamsters, etc.

Thank you very much for anything you can do for me.

Very sincerely yours,

Katherine Bachuss

Katherine Bachuss
2840 Eastlake Ave. East
Seattle 2, Washington

ADMINISTRATIVE FILE

Badaracco, Anthony Ernest

X

X

Press Intelligence, Inc.
WASHINGTON 1. D. C

SAN FRANCISCO (Calif.)
CHRONICLE

Circ.: m. 225,429
S. 276,473

Front Page | Edit Page | Other Page: 18

Date: MAY 12 1960

Teamster's Gate Bridge Leap Foiled

A despondent teamster, who claimed he had been having trouble with his wife, attempted to jump from the Golden Gate Bridge at 11:45 o'clock last night but was restrained by passersby.

He was identified by Highway Patrol Officer John Halligan as Anthony Ernest Badaracco, 42, of the Mission Hotel at 16th Street and South Van Ness Avenue.

Hubert M. Silva, of 289 Nevada Street, a taxicab driver, said Badaracco asked to be driven to the Round House Restaurant near the toll plaza.

Once the cab passed through the toll gate, Silva said, Badaracco reached over and turned off the ignition and then got out and ran for the rail.

Silva and two motorists managed to catch the teamster and hold him until highway patrol officers arrived.

Badaracco was taken to San Francisco General Hospital for observation. He said he had been having trouble with his wife and that he had attempted suicide once before.

ADMINISTRATIVE FILE

Baer, Howard F.

X

X

May 17, 1960

Mr. Howard F. Baer, President
A. S. Aloe Company
19th & Olive Streets
St. Louis, Missouri

Dear Howard:

I read about your becoming head of the Zoological Board of Control and would like to extend to you my coagratulations.

It was a well deserving election.

Very truly yours,

H. J. Gibbons,
Executive Assistant to the
General Presideot

HJG/js

St. Louis Globe-Democrat

H. F. Baer Heads Zoological Board

Howard F. Baer, president of A. S. Aloe Company, was elected president of the Zoological Board of Control Wednesday, succeeding Palmer B. Baumes.

Mr. Baumes retired as City Park Commissioner on April 1. He served as president of the Zoological Board as part of his duties as commissioner for nearly 20 years.

A prominent civic leader, Mr. Baer has been a member of the Zoo board for the past four years. He has served as chairman of St. Louis Brotherhood Week, chairman of the board of Blue Cross, president of the

Press Intelligence, Inc.
WASHINGTON 1, D. C.
OMAHA (Neb.)
WORLD-HERALD
Circ.: m. 125,805
e. 120,783
S. 258,795
Front Page / Edit Page / Other Page
3
Date FEB 20 1960

ADMINISTRATIVE FILE
Bahner, Eldon
X
X

Ex-Trucker Decides That—

Hairpin Turns Easier If in Coiffure

By Tom Allan
World-Herald Staff Member

Fremont, Neb. — The boys down at the local Teamsters Union quarters just can't believe it.

But it's true, and a few of them have had to pay off some side bets.

Eldon Bahner, 41, a native of Nickerson, is a popular hair stylist here.

For 20 accident-free years his hands wrestled the wheel as his giant cross-country trucks roared back and forth from the West Coast.

But the hands that once controlled gross loads of 30 to 35 tons now gently lift milady's tresses and give them what the ex-trucker advertises as "the touch of Venus."

Until three years ago the closest Eldon came to hair styling was the manipulation of hairpin turns in mountain highway passes.

Then came a broken air line going down a 21-mile grade in Utah. Without brakes and pushed by his load of lemons and oranges, the giant truck roared downhill faster and faster. Eldon and his assistant driver fought the truck in vain, finally jumped. Miraculously they escaped injury.

Although it was his first accident in two decades of driving, Eldon decided to call it quits.

"My wife, Bernice, had a little beauty shop in our home," he explained. "While waiting to decide what I'd do, I started helping her."

Bernice spoke up:

"He liked it. Sometimes he'd get discouraged and, of course, a lot of his buddies kidded him and said he'd never make it. They bet he'd be back on the road within six months. But he had an artistic flair and determination."

Within a year Eldon not only had his license but had won a scholarship to an advanced hair styling school at Seattle, Wash.

"It took a lot of determination and guts," said Eldon.

He's a success in his new field. With his partner wife he operates beauty shops here and at North Bend and has started a beauty academy.

During the interview the Fremont shop bordering the Midland College campus was full of co-eds getting ready for the all-sorority formal. Eldon was putting the finishing "touch of Venus" on the hair of Marcia Stindt of Pickrell.

"I wouldn't go back to trucking now," he said, "if they gave me every truck on the road."



World-Herald Photo.
Eldon, Bernice, Marcia . . . no more hairpin turns.

July 9, 1963

Mr. William C. Erbecker
106 East Market Street
Indianapolis 4, Indiana

Dear Mr. Erbecker:

I have discussed with President Hoffa your letter of June 4th, and in the light of the fact that our bonding problem is now in good shape, we are in no position to use your services.

If the situation changes, we will be happy to be in touch with you at that time.

Enclosed I am returning to you the Articles of Incoporation which accompanied your recent letter.

Very truly yours,

H. J. Gibbons
Executive Assistant to the
General President

HJG/yh
Enc.

June 6, 1963

Mr. William C. Erbecker
106 East Market Street
Indianapolis 4, Indiana

Dear Mr. Erbecker:

We have your letter of June 4th, addressed to President Hoffa. Unfortunately, Mr. Hoffa is not in the city and we don't anticipate his return to Washington before the next week or ten days.

Upon his return, I will be happy to bring this communication to his attention.

Very truly yours,

H. J. Gibbons
Executive Assistant
to the General President

HJG/mc

10

ROOMS 831 32 33-34-37
LEMCKE BUILDING

4-6236
4-6237

WILLIAM C. ERBECKER AND ASSOCIATES
LAW OFFICE
106 E. MARKET ST.
INDIANAPOLIS 4, INDIANA

ASSOCIATES
REMSTER A. BINGHAM
R. MARTIN WORRELL

June 4, 1963

Mr. James Hoffa
President, Teamsters Union
Teamsters Union Building
Washington, D. C.

Re: Bail Bonding Company

Dear Mr. Hoffa:

I have attempted to contact you by phone on several occasions during the past two months without success and I am, therefore, taking the liberty of writing this letter direct to you with the hope that you will give the subject matter favorable consideration and a personal interview with me since I am going to argue a case before the Fourth Circuit Court of Appeals at Alexandria, Virginia on June 13, 1963, which is just across the river from Washington, D. C.

I am the Senior member of the law firm of Erbecker, Worrell and Manahan and if you will recall an episode that occurred on December 13, 1961 at Orlando, Forida at the Cherry Plaza Hotel and the Federal Building, Mr. Martin Worrell, a former President of the Capitol Indemnity Company, who was then writing bonds in Orlando, had the privilege of accompanying you from the Cherry Plaza Hotel to the Federal Building with the avowed purpose of writing your bond. Upon arrival there it developed that your very capable Counsel, Mr. Fuller Warren, had already made the arrangements concerning your bond and Mr. Worrell's services were unnecessary.

Several years ago, to-wit, June 4, 1959, and a short time prior to the untimely death of Mr. Gene San Soucie, I organized and incorporated the Continental Securities, Inc., as a holding company, and a copy of the Articles of Incorporation are enclosed, with the avowed purpose of securing the cooperation of Mr. San Soucie, who evinced a great interest in the formation of a bail bonding corporation to be used as and for fringe benefits for the Indiana members of the Teamsters Union.

I will deeply appreciate an interview with you and hope that the aforesaid date meets with your approval. If not, I will deeply appreciate a different date in your letter of acknowledgment hereof.

With kindest personal regards, I beg to remain,

Very truly yours,

William C Erbecker

WILLIAM C. ERBECKER

WCE/baj

CF

CENTRAL CONFERENCE OF TEAMSTERS

• • • • • • CANADIAN DIVISION • • • • • •

ADMINISTRATIVE FILE
Bailey, Alex
X
X

Executive Board

J. R. HOFFA,
Chairman
WOodward 3-8750
DETROIT, MICHIGAN

H. J. GIBBONS,
Secretary-Treasurer
MOhawk 4-9800
ST. LOUIS, MISSOURI

I. M. DODDS,
Canadian Director
3199 Bathurst St.
TORONTO, ONTARIO
Phone EMpire 7-[illegible]

JUNE 2.TH 19[illegible]

MR. JAMES R. HOFFA, GENERAL PRESIDENT
INTERNATIONAL BROTHERHOOD OF TEAMSTERS
25 LOUISIANA AVENUE N. W.
WASHINGTON, D. C.

SUBJECT: ALEX BAILEY, STUDENT

DEAR SIR AND BROTHER:

IN REPLY TO YOURS OF JUNE 11TH ENCLOSING A COPY OF A LETTER OF APPLICATION FROM THE ABOVE NAMED STUDENT FROM AMBASSADOR COLLEGE, ENGLAND PLEASE BE ADVISED THAT I HAVE ARRANGED EMPLOYMENT FOR THIS CHAP DURING THE SUMMER MONTHS.

ENCLOSED YOU WILL FIND PHOTOSTATIC COPY OF A CABLEGRAM TO MR. BAILEY WHICH IS SELF-EXPLANATORY.

FRATERNALLY YOURS,

I. M. Dodds

I. M. DODDS
CANADIAN DIRECTOR

IMD-MD-ENCL. - 1

22 42

LT
ALEC BAILEY
AMBASSADOR COLLEGE
BY BRICKET WOOD ST ALBANS HERTFORDSHIRE (ENG)

RE YOUR APPLICATION EMPLOYMENT TORONTO ONTARIO CANADA STOP BE ADVISED
EMPLOYMENT AVAILABLE IMMEDIATELY STOP CONTACT WRITER TIME OF ARRIVAL

R I M DODDS
CANADIAN BUREAU DIRECTOR
INTERNATIONAL BROTHERHOOD OF TEAMSTERS
3199 BATHURST STREET TORONTO ONTARIO PHONE RUSSELL
1514

CENTRAL CONFERENCE OF TEAMSTERS 3199 BATHURST ST

ADMINISTRATIVE FILE
Bailey, Wm
X
X

June 11, 1963

Mr. I. M. Dodds, Director
Central Conference of Teamsters,
Canadian Division
3199 Bathurst Street
Toronto, Ontario, Canada

Dear Sir and Brother:

The enclosed photostat copy if for your information and disposition.

I think that it would benefit the writer of the enclosed letter and our union if you would do something for this young fellow.

At your earliest convenience, let this office know how you dispose of this latter.

Fraternally yours,

James R. Hoffa
General President

JRH/mc

Copy - Mr. Bailey

AMBASSADOR COLLEGE

BRICKET WOOD, ST. ALBANS
HERTFORDSHIRE, ENGLAND

1st. June 1963.

International Brotharhood of Teamsters,
Chauffaura, Warahouaemen & Helpers of
America.
2801, Trumbull Avenue,
DETROIT 16,
Michigan, U.S.A.

Dear Sir,

I am a Britiah student at the above college in Britain. This summer I am planning to go over to Toronto, Canada, to find work for about elevan to twelve weeks. Originally plans were being made to go to the States for this my summer break, but an immigration viaa is necessary for me to be able to work in America. As I only have a few weeks left, there is no time to obtain one of these visas as I am told by the U.S. Embasay in London that they can take from six weeks to three months to obtain. As I only intend to stay over thare for a total of fifteen weeks and then to return it is not really worth all the trouble to obtain one of these visas and so Toronto, Canada is now the objective.

A lot of students and other people in this country do not traval arourd as much as Americans. American students over here hava told me so - and in my own personal case I know it to be so. Experience is ona of the most valuable things a person can have. There is no substitute for it, and so I intend to leave this country this summer, to go and get experience, to travel, to meet paopla and in thia way to round off my education.

There is just one problem. I am working my way through college and need employment to pay my way in Canada, and to help me pay off my college fees. My parents will help me financially to get over there, and my relatives and brother (he left last year) stay in Toronto. The work that I hope to get is truck driving. Before coming back to college I had considerable experience of this in thia country, some of it long distance driving which I enjoy very much. It will also aid me in seeing the country over there and will enable me to meet the ordinary people as a tourist never does. This typa of work also pays good money and has opportunities (I hope) of ovartime, which will help me to meet the tremendous cost of this project. I believe I cannot get work in this line unless I am in tha Teamatara Union. In this case I am making a request to join the union for about elaven weeks. If you do not handle these requests would you post this on to your local union office in Toronto, the address of which I do not know. This will only be for a short time and will greatly aid in gaining a valuable experience.

P.T.O.

Pleaae excuae me in telling you all these circumstances, but the reaaon for doing it is to make you aware of the circumatances surrounding all this, and also to let you know something about myself aa I will be a total atranger to you.

I have been driving since seventeen years old and still have a olean licence (no accidents). I have had experience in furniture and meat delivery both local and long distance and also driving vans. This waa all before returning to college two years ago. My age is now twenty one.

If you can deal with this at your office I trust that you will. Could you pleaae send me details as soon as possible as there is little time left to make preparationa. Actually I hesitate to go over there if I cannot find employment in this field, as the costs might otherwise be too great for me in taking this trip. So much counts on this, so I trust you will give me all the help you can and your advice would alao be much appreciated. If however you cannot handle thia at your office would you pleaae pass it on to your local office in or near Toronto.

Your Washington office it appears, haa no opportunity to handle problems of employing men in the trucking industry. I have alreadv written to them and this reply was received today. They were moat helpful in telling me that it was the local office to which I should apply. Trusting that if your office cannot help that you will refer this letter on, and it would be deeply appreciated. Pleaae conaider this as an application and thank you for your consideration of it.

Yours sincerely,

A. Bailey

Alec Bailey, student.

ADMINISTRATIVE FILE
Bailey, Alec.
X
X

May 29, 1963

Mr. Alec Bailey
Ambassador College
Bricket Wood
St. Albans
Herts, England

Dear Mr. Bailey:

This will acknowledge receipt of your letter dated May 22, 1963.

Here in the International office we have no opportunity to handle any problems involving the employment of men for the trucking industry. In addition the question of membership in one of our local unions is not a matter over which we have jurisdiction. This is an area which is strictly left to the local union who have direct contact with the employers. We are, therefore, regrettably unable to be of any assistance to you.

Fraternally yours,

H. J. Gibbons
Executive Assistant to the
General President

HJG/yk

International Brotherhood of
Teamsters, Chauffeurs, Warehousemen
and Helpers of America.
25, Louisiana Avenue, N.W.,
WASHINGTON 1. D.C.

22nd. May 1963.

Dear Sir,

I am a British student at Ambassador College near St. Albans, and, as quite a few other young people from this country, have never travelled abroad. This summer we have a 15 week vacation period during which we will have to find work. This time period is ideal for a trip to America. I could fly, but as I am working my way through college, need all the money I can to pay for expenses. There is a good chance of working a passage on a ship from Norway.

As for really long distance travel I am virtually inexperienced. By that I mean thousands of miles. What I want to do this summer is to go out and get experience as experience doesn't all ways come to us. America is the first country in the world that I would choose to come to, due to close ties with Britain, and to see for myself that vast country and meet the people.

When I arrive in New York this summer I need to find work or the trip will not be possible. Before coming to college again, I had quite a bit of long and short distance lorry and van driving experience. It is a job I thoroughly enjoy and of course one gets around and meets people and sees the country. This is why I am writing to you. The Teamsters Union is a powerful one and will probably be hard to join. This is why I am writing to the top men of the Union at the headquarters office. Would you allow me to enter the Teamsters Union for about 11 to 12 weeks, because if not, my hopes of seeing America are virtually dashed to the ground. To find truck drivers job will be very hard if I am not in the Union.

Trusting you will oblige - and I am sure you can arrange it. Work like this will take me around and I can get to meet the ordinary people of America, and also see the sights. New York will probably be the place I will stay while working. I have also written to the Mayor of New York hoping to get a letter of recognition -

that this trip has been a planned one and not a matter of impulse. Also a letter from him would help me in finding work, and of course useful information and advice has been requested too.

I do have friends in New York and they will help me get on my feet when I arrive - as it will be something completely new to be in a city universeally famous.

Therefore I trust you will consider my application and grant me membership and help to make this trip possible. A trip that will never be forgotten for the rest of my life. It would be appreciated if you would inform me of your decision as soon as possible as plans need to be made for this trip. Thanking you in advance, for your help and consideration of this request, on which so much rests,

Yours sincerely,

A. Bailey

Alec Bailey. (21yrs.)

Ambassador College,
Bricket Wood,
St. Albans,
Herts.,
ENGLAND.

ADMINISTRATIVE

Bailey S. H.

X

X

May 9, 1963

Mr. S. H. Bailey
Box 72
Matoaka, West Va.

Dear Sir and Brother:

Thank you for your letter of May 9th, addressed to President Hoffa, which has been received in this office. In the absence of Mr. Hoffa, I would like to take this opportunity to tell you that your letter is greatly appreciated.

Upon Mr. Hoffa's return to the city, your comments will be promptly brought to his attention.

Fraternally yours,

H. J. Gibbons
Executive Assistant
to the General President

HJG/mc

(4)

Matoaka, W. Va.
May 7, 1963.

Mr. James Hoffa.

Dear Sir:

Since Robert Kennedy is so determined to get you in the penitentiary please let me help you. Here is a message suitable for handbills, which you can get printed with my name signed to them, and distribute them by thousands in Washington, D.C. and Cities in Florida, or any State you like. I am also telegraphing you the message to publish in handbills since my mail has been interfered with by the Kennedy Administration at intervals. Mostly parcel post packages, but also letters, even those sent by certified mail with return receipts called for. Good luck against the Kennedys.

Sincerely, S. H. Bailey.

Message for handbills: " Dear Robert: would you

[redacted] to fight
[redacted] a fistic brawl to
the finish with a worthy opponent
inside a prizering to prove your
deep conviction that Hoffa and
the Teamsters union should be
[redacted] ! I think I can
get a man to fight you if you
are not too scared.

your legal adviser,
S. H. Bailey (Sammy)

P.S. Mr. Hoffa, I sent Robert
Kennedy a Message similar to this
last September concerning the integration
trouble at Offord Mississippi last
fall, + also sent the same message to
Gov. Ross Barnett [redacted] him to
Publish it in handbills + distribute
them. This method will make a jackass
of him and weaken his case against you.
S. H. Bailey.


CERTIFIED
No. 997208
MAIL
RETURN RECEIPT REQUESTED

ADMINISTRATIVE FILE
Bailey, T. A. (Mrs.)
X
X

October 10, 1962

Mrs. T. A. Bailey
824 24th Avenue, N. W.
Calgary, Alta., Canada

Dear Mrs. Bailey:

On the advice of Counsel I am returning herewith your manuscript.

Thank you for sending it to me for our consideration.

With best wishes,

Sincerely yours,

James R. Hoffa
General President

JRH:JCS
Enclosure

Mr. Hoffer

August 23, 1962

Dear Jim, I have changed my mind. I'm sending you my story first. I don't think the Reader's Digest would like it. I'm afraid if they published it, I might be sued. I cannot afford a Court case.

I went to the Court house this morning and read the riot act, and not nowhere. "No Lawyer employed by the Govt. of Canada can give advice to a Citizen." "No Judge will listen to a Citizen without legal representation." I told Mr. Boyle (I didn't quite catch his name -- but he seemed to be top boss) that "I'd fight him" Sorry my exact words were "I'll fight you myself -- without a lawyer, or money, in every Court of Canada until Justice is done! ": and a funny little man stepped around a partition and said, "Madam, do you realize that you have just threatened an OFFICER OF THE LAW?"

Please remember -- I'm 60, nearly blind, suffering with high blood pressure. I was outnumbered two-to-one, and even the little man was twice as big as I am.

Please don't print my manuscript if I have said anything untrue, liableous, slanderous, etc. Please have your lawyers investigate. I can't find anything untrue in it, and there are lots of things I have not told you at all -- most of them "worse."

I want to write because we need the money. This story is yours "free" if you want it. I am really trying to help other people so that they will not be cheated out of the pension money that was promised them.

I went to D. Mac Fisher's office (he's a Q. C.) and told him I was going to try to have him, and John O'Connor (Q. C.) dis-barred. He wished me well and told me "To get the hell out of his office and never come back!" You see? money counts! I'm still glad I told him. I never hit a person when he isn't looking.

This story is yours, only if you assume all legal responsibility. If you don't like it -- please return it to me.

Sincerely,

Frances Louise

The name I forget is - Mr. Bowes - Deputy Sheriff Calgary - Court House

ADMINISTRATIVE FILE

Baker, George
X Manufacturers Trust
Company

October 13, 1961

Mr. P. Levy
Legal Division
Manufacturers Trust Company
67 Broad Street
New York 4, New York

Dear Mr. Levy:

In reply to your letter of October 11th regarding one of your delinquent accounts, namely, George Baker, this is to advise that we do not keep a roster of our members on any indebtedness they may incur. I suggest you contact Mr. Baker directly.

Yours very truly,

H. J. Gibbons
Executive Assistant to the
General President

HJG:id

MANUFACTURERS TRUST COMPANY

SIXTY SEVEN BROAD STREET

NEW YORK 4, N.Y.

HANOVER 2-7800

PERSONAL LOAN DEPARTMENT

October 11, 1961

Mr. James R. Hoffa, President
25 Louisiana Avenue N.W.
Washington 1, D.C.

Name: George Baker
Account Number: 2428-6489
Previous place of business: Warehouse & Processing Employees Union
135-14 Northern Blvd.
Flushing 54, L.I.

Dear Sir:

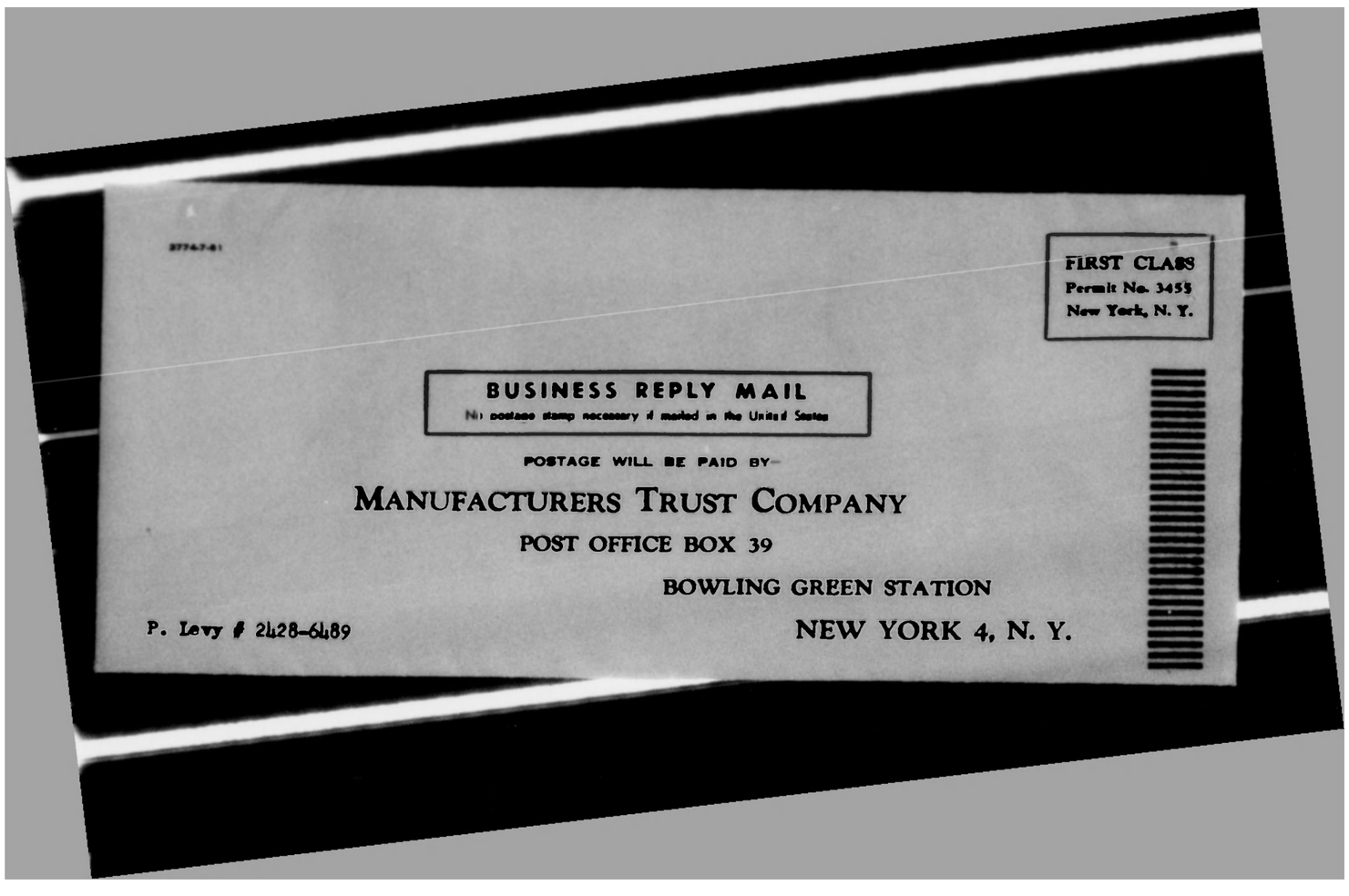
Our above account, a member of your Union, was granted a loan in the amount of $1632.00 on March 24, 1953, contracting to pay $68.00 a month for 24 months.

This obligation has been reduced to $684.85 but we have not been favored with a remittance since April 11, 1960, and we would appreciate whatever cooperation you might render in helping us realize the liquidation of this indebtedness.

Very truly yours,

P. Levy
Legal Division

PL:ec
Enc.


37767-61
FIRST CLASS
Permit No. 3455
New York, N. Y.
BUSINESS REPLY MAIL
No postage stamp necessary if mailed in the United States
POSTAGE WILL BE PAID BY
MANUFACTURERS TRUST COMPANY
POST OFFICE BOX 39
BOWLING GREEN STATION
NEW YORK 4, N. Y.
P. Levy # 2428-6489

ADMINISTRATIVE FILE

Bakers Weekly

X

X Teamster Magazine

November 19, 1963

Mr. Arthur T. Joyce
Editorial Director
Bakers Weekly
71 Vanderbilt Avenue
Www York 17, N.Y.

Dear Arthur:

I'd say that you more than "mulled" through the November issue of the International Teamster. From the tone of your letter and the fact that you saw cause to make the article on diet the subject of an editorial in Bakers Weekly, I'd say you went through the International Teamster with a fine toothed comb. Naturally, we are flattered to know you read our publication so carefully.

I have the editor's admission that his diet included an overdose of editorial oversight in hinting that truck drivers should not eat bread. However, the editor suggests a remedy which follows:

> Why not follow your editorial "Doesn't Bread Belong in the Truck Driver's Diet?" with one which advocates the five-day week for all bakery wagon driver-salesmen. With more time off, all could participate in more cookouts and picnics, thus greatly increasing their intake of hot dog and hamburger buns, with the subsequent result that their diets would include not less, but more, bread.

We hope you will forgive us for the editorial 'slip' in the article to which you refer. Our additional hope is that you will continue to read the International Teamster with such an expert eye. From time to time, we carry messages which we feel have as much meaning for management as they do for our members.

With Best Wishes,

Harold J. Gibbons
Executive Vice President

HJG:eg

MEMBER: AUDIT BUREAU OF CIRCULATIONS • ASSOCIATED BUSINESS PUBLICATIONS

Bakers Weekly

71 VANDERBILT AVENUE, NEW YORK 17, NEW YORK, MURRAY HILL 6-2200

THE BUSINESS MAGAZINE OF THE BAKING INDUSTRY

November 15, 1963

Mr. Harold J. Gibbons,
Executive Vice President
International Brotherhood of Teamsters
25 Louisiana Ave., N.W.
Washington, D. C. 20001

Dear Harold:

I was more than a little disturbed when I mulled through the November issue of the "Teamster." The reason is outlined in the editorial on page 21 in this issue of the weekly, copy enclosed.

I wanted, if possible, to bring this to your attention before you hear about it from other sources. I personally feel that if you had seen this self-promoting assemblage of pseudo-scientific junk, it would have gone over the editor's head into the wastepaper basket.

Yours,

Arthur T. Joyce
Editorial Director

ATJ/jc
enc.

Bakers Weekly 11/18/63
sent to Lebow 11/21/63

PUBLISHED BY THE AMERICAN TRADE PUBLISHING COMPANY

BAKERS WEEKLY • FEED AGE • THE BISCUIT AND CRACKER BAKER • INPLANT FOOD MANAGEMENT

WESTERN UNION

SENDING BLANK

CALL LETTERS MDV CHARGE TO Int. Bro. of Teamsters

December 12, 1955

JOHN M ANNAND, GENERAL ORGANIZER
INT BRO OF TEAMSTERS
846 S. UNION AVE
LOS ANGELES, CALIFORNIA

ADMINISTRATIVE FILE
Banking Industry
X Economics of Distribution
Foundation

REURLET MEETING IN CHICAGO DECEMBER 15th. stop.
VICE PRESIDENT BREWSTER HAS ASSIGNED STEELE
AND PHILLIPS TO ATTEND.

EINAR O MOHN, ASSISTANT
TO THE GENERAL PRESIDENT

EOM:b

Send the above message, subject to the terms on back hereof, which are hereby agreed to

PLEASE TYPE OR WRITE PLAINLY WITHIN BORDER—DO NOT FOLD

1269—(P-A 54)

JOHN M. ANNAND

INTERNATIONAL REPRESENTATIVE

846 SOUTH UNION AVENUE
LOS ANGELES 14, CALIFORNIA
TELEPHONE: DUnkirk 77061

INTERNATIONAL BROTHERHOOD OF TEAMSTERS
CHAUFFEURS, WAREHOUSEMEN AND HELPERS

Notify him that Brewster has assigned Steele + Phillips to attend.

DECEMBER 1, 1955

MR. EINAR O. MOHN, ASSISTANT
TO THE GENERAL PRESIDENT,
INTERNATIONAL BROTHERHOOD OF
TEAMSTERS,
25 LOUISIANA AVENUE, N. W.,
WASHINGTON, 1, D. C.

DEAR SIR AND BROTHER:

IN REFERENCE TO YOUR LETTER OF NOVEMBER 29TH, REGARDING A MEETING IN CHICAGO, ILLINOIS, DECEMBER 15. WITH THE BAKING INDUSTRY AND REPRESENTATIVES OF THE ECONOMICS OF DISTRIBUTION FOUNDATION, I AM ADVISING THAT ON THAT DATE WE HAVE A MEETING OF THE WESTERN CONFERENCE POLICY COMMITTEE IN SEATTLE, WASHINGTON. I WILL AWAIT FURTHER INSTRUCTIONS FROM YOU ON THIS MATTER.

WITH KINDEST PERSONAL REGARDS, I AM,

SINCERELY AND FRATERNALLY,

John M Annand.

JOHN M. ANNAND.

JMA:ED

November 29, 1955

Mr. John T. Annand, General Organizer,
International Brotherhood of Teamsters
846 South Union Ave.,
Los Angeles, California.

Dear Sir and Brother:

Please arrange your schedules so that you can attend a meeting in Chicago, Illinois, on December 15, 1955, with the Baking Industry and representatives of the Economics of Distribution Foundation. Time and place of meeting will be forwarded to you at a later date.

My kind personal regards and very best wishes.

Fraternally,

Einar O. Mohn, Assistant
to the General President

EOM:b

FROM THE OFFICE OF
DAVE BECK, GENERAL PRESIDENT
INTERNATIONAL BROTHERHOOD OF TEAMSTERS
P-2050

Denver 302-20 Colorado, October 10, 1948
1669 Locust Street

ADMINISTRATIVE FILE
Baldwin, J. Kirk
X
X

Mr. Arthur Biggs, International Board Member
United Mine Workers of America
District 22
Rock Springs, Wyoming

My dear Arthur: Re: Conversion of Coal to Oil

It affords me great pleasure to advise that a letter has just been received from the White House relative to the above mentioned subject, excerpts from which are quoted herewith:

> "The President asked me to thank you for your letter and fully noted your comments concerning the CONVERSION OF COAL TO OIL and, by his direction I am passing your letter along to officials of the Department of the Interior. Also at his request, an autographed photograph is enclosed. It comes to you with the President's gratitude for your support. (signed) Evelyn Lincoln, Personal Secretary to the President."

For your additional information I have written Stewart Udall, Interior Secretary, who is a long time friend of mine, for his support in the matter, explaining the great benefits that can be obtained in setting up a Pilot Program similar to the one scheduled for West Virginia. I am also writing the son of Jimmie Hoffa, Temporary President, asking that he pass the word on to each one of his Teamster locals. In my book, Jimmie Hoffa rates along with your Success President, John L. Lewis, who was also a controversial figure with the Washington politicians, but like Hoffa, Mr. Lewis was never bull dozed, but both got obtained great gains for their respective members. Furthermore, I like the entire Kennedy family and with respect to the Robert Kennedy-James Hoffa feud, it reminds me of a very nice family who live directly in back of us. One day the lady told me they were Republicans and I told her that I was glad to hear it as it would be no credit to be successful to defeat people not worthy of a good fight. With Jimmie Hoffa's great prestige it affords Robert Kennedy splendid publicity in the same manner a good fight between John L. Lewis and P. B. R.

Incidently, you are probably aware of the fact that John L. Lewis started a campaign years ago for the conversion of coal to oil. It will also be recalled that during my last year as Wyoming State Treasurer in 1938, I started on this same project at the time the railroads switched from coal to diesel fuel. It is my contention that the project with all its ramifications can get so many of our people in work, not only the miners, but railroad workers; truckers; refinery workers; etc.

Paul Watelin, Mayor of Rock Springs and Spencer Cale McGee have been swamped with correspondence on the subject of a Rock Springs Pilot Program and the only way I can be stopped writing so many letters is to get the program underway.

It is appreciated your great interest in the matter, and by the way, had a nice visit with Fred Lafferty, President of District No. 12, who, likewise is in favor of our efforts.

Very sincerely

J. Kirk Baldwin

ADMINISTRATIVE FILE
Balke, John
Longshoremen
X

Inter-Office Communication

From the Office of the General President

Date MAY 3, 1956

Subject Letr 4/20 from John Balke, member
Local 824, ILA, New York

To Mr. Mohn

Without any other comment, Mr. Beck asked that I should forward this to your desk.

Ann W.

138 Franklin Street,
New York City.

April 20 1956.

New York. N.Y.

Mr. Dave Beck President.
International Brotherhood Of Teamster.
Washington D.C.

Dear Sir.

As member of I.L.A. union of New York City Local 824 better known as the pistol local under the leadersh of Mickey Bowers.who was recently sentenced to five years in Federal Prison for tax exasion.Iam taking thia liberty to inform you that this union never change in any way to improve itself in any shape.size or manner as far as working condition or wages for men in this port.The same mobs still rule as before they was expelled from the American Federation of Labor, if would come to New York Yourself and took a poll you would find that this port want a new election for a bargain agent.something like I.B.L. where the men in Island of Porto Rico received 32 cents a hour increase in their contract this time,we get sold out for a few cents a hour,in our contract in this port.The way we see it herebefore October 1956 rolls around more than half of so call labor leaders will be in priaon for imcome tax evasion or extortion maybe perjury or soms other crime that I.L.A. union will not be worth a plug nickel to handle a nee contract with employer. If you really want to help the Longshoreman in this port and clean up this situation here once and for all.

Yours Truly.
John Balke.

ADMINISTRATIVE FILE
Ballentine, Krim
St. Louis County
Police Department

November 15, 1962

Mr. Pete Saffo, Sec.-Treas.
Teamsters Joint Council 13
1641 South Kingshighway
St. Louis, Missouri

Dear Pete:

The attached letter from Krim Ballentine is self-explanatory. Will you take the necessary steps to get this man top consideration for a spot in the County Police.

He has done me many favors out at the Airport and I feel obligated to see that his application to the St. Louis County Police Department gets fullest possible consideration.

Let me hear from you on this.

Fraternally yours,

H. J Gibbons
Executive Assistant
to the General President

HJG/mc

Enclosure

Copy - Mr. Ballentine

November 12, 1962
4283 San Fransico
St. Louis 15, Mo.

Mr. Harold J. Gibbons
International Brotherhood of Teamsters
Chauffeurs, Warehousemen and Helpers
of America
25 Louisiana Avenue, N.W.
Washington 1, D.C.

Dear Sir:

I had the accasion to talk with you about possible assistance to procure a position with the St. Louis County Police Department, St. Louis County, Missouri. I was told if you will remember to write this letter expressing my desires.

I am 26 years of age as of October 22, 1962 and hav been a patrolman with the St. Louis Airport Police Department for two (2) years and two (2) months. I am married with a step-daughter and I reside at the above mentioned address. I have passed the total examination and am at present on the elgible liat.
Sir, I would humbly appreciate any whatsoever assistance which you are capable of giving.

Respectfully,

Krim M. Ballentine

P.S. Please excuse this letter as I typed it myself and there are many typăgraphiăal arrors.

ADMINISTRATIVE FILE ✓

Balliro, Jerry

X Household Finance Co.

X

October 12, 1956

Mr. D. M. Patterson, Assistant Manager
Household Finance Corporation
73 Court Street
Binghamton, New York

Dear Mr. Patterson:

This will acknowledge receipt of your letter of October 10, 1956, in which you request any information we may have in regard to a Jerry Balliro.

I am sorry that we are unable to assist you in locating this individual but we have no records here of an individual by the name of Jerry Balliro, nor either of the aliases you mentioned, Jerry Berenas or Jerry Leviyar.

Very truly yours,

Robert L. Graham
Assistant to the
General President

RLG/elb

FROM THE OFFICE OF
DAVE BECK, GENERAL PRESIDENT
INTERNATIONAL BROTHERHOOD OF TEAMSTERS
P-2050

HOUSEHOLD FINANCE
Corporation
ESTABLISHED 1878

73 COURT STREET · PHONE: 3-3536
BINGHAMTON, NEW YORK

October 10, 1956

Teamsters Union
25 Louisiane Street
Washington, D.C.

Gentlemen:

Re: our account #55267 - Palliro, Jerry

We are interested in obtaining any information that may enable us to contact the above named man.

Mr. Palliro is currently residing in New York City, and driving truck. We believe that he may possibly be a member of your union. He goes under aliases of Jerry Ferenza, and Jerry Leviyer.

We would appreciate any information that you are able to give us.

Very truly yours,

D. M. Patterson
Assistant Manager

DMP:jg

ADMINISTRATIVE FILE
Balter, Leon
X
X

January 24, 1961

Mr. Leon Balter
Foreign Correspondent
979 N. El Centro Ave.,Apt. 2
Hollywood 38, Calif.

Dear Sir:

In reply to your letter of January 18, Mr. Hoffa has directed me to tell you that he will be very happy to answer any questions you may desire to send to him in writing.

Further, he will communicate with you upon his next visit to Los Angeles for a personal interview as well.

Hoping this meets with your satisfaction, I remain

Very truly yours,

Joseph Konowe
Administrative Assistant
to the General President

JK/mr

LEON BALTER
FOREIGN CORRESPONDENT
870 No. El Centro Ave., Apt. 8
Hollywood 38, Calif., U.S.A.

LOS ANGELES , Enero 18 de 1961.-

Mr. General President
INTERNATIONAL BROTHERHOOD OF TEAMSTERS
Mr. JAMES R. HOFFA
25 Louisiana Ave.
WASHINGTON 1. D.C.

Dear Sir:

Couple times I wrote you asking for a special interview for my newspapers of Argentina and Mexico. You have been once, as far I know, in this city, but seems that you were very busy.

In this time I will ask you again for an interview, in which I will ask you some questions referring to the unions future. Also about unions and politics, and many things referring to labor problems, and some questions referring to you personally, etc. You will be free to accept my request, and also free to give any message to Latinamerica and to their unions.

If you prefer the questionnaire in advance, I will be very please to send you one. but I'm afraid that you may missunderstand my questions, due to my poor English.

You must be sure that argentinians and mexicans are very interested in the union movement of U.S.A., and nobody better than you for to represent the labor of this country.

Please be kind and accept my invitation for the interview the next time you come to Los Angeles, because my economic situation does not permit me to take a plane and go to see you in Washington. But I do will wait for you in this city the time you decide to give me the interview.

Thanking in advance ,
yours very truly,

Leon Balter

LEON BALTER

AND HELPERS OF AMERICA

ADMINISTRATIVE FILE
Batter, Leon
X
X

August 17, 1960

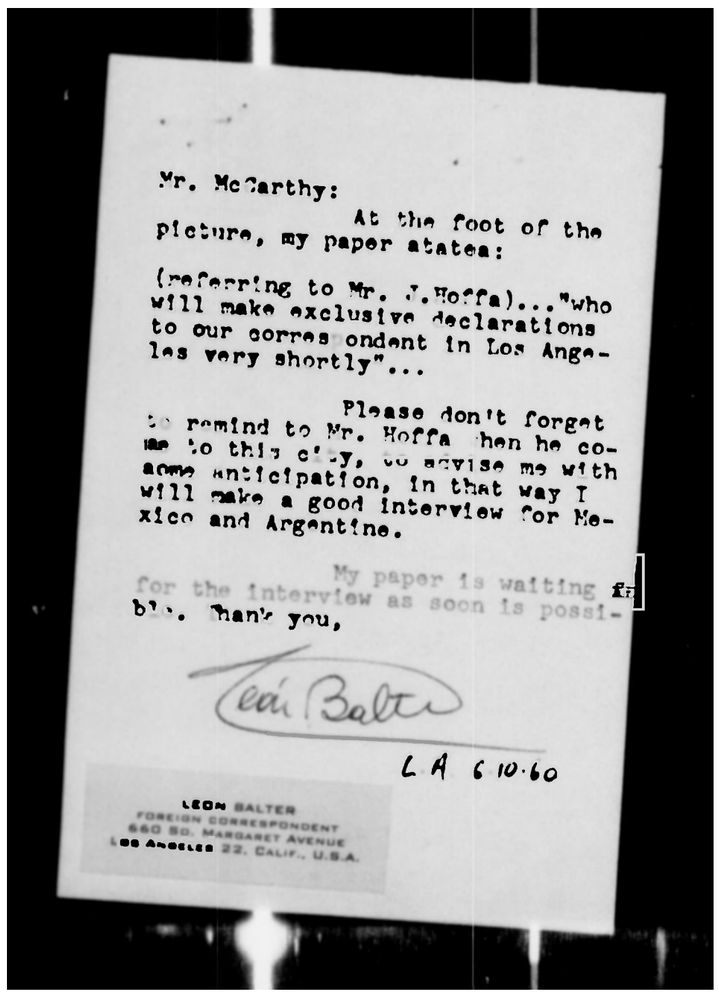
TO: President Hoffa

The gentleman who wrote the attached note is anxious for an interview the next time you are in Los Angeles.

We recently sent upstairs a copy of a story which he had written about you in Spanish. Joe Konowe tells us it was very favorably done.

Would you want us to set up an interview with this man the next time you are in Los Angeles?

Jake



Mr. McCarthy:

At the foot of the picture, my paper states:

(referring to Mr. J.Hoffa)..."who will make exclusive declarations to our correspondent in Los Angeles very shortly"...

Please don't forget to remind to Mr. Hoffa when he come to this city, to advise me with some anticipation, in that way I will make a good interview for Mexico and Argentine.

My paper is waiting for the interview as soon is possible. Thank you,

Leon Salter

L.A. 6.10.60

LEON SALTER
FOREIGN CORRESPONDENT
660 So. MARGARET AVENUE
LOS ANGELES 22, CALIF., U.S.A.

EL NACIONAL
AL SERVICIO DE MEXICO
Director-Gerente:
DIEGO ARENAS GUZMAN
MEXICO, D. F., MARTES 31 DE MAYO DE 1960



JAMES HOFFA, presidente del Sindicato de los "Teamsters" (Conductores), de los Estados Unidos de América, quien próximamente hará declaraciones exclusivas a nuestro corresponsal en Los Angeles. (Foto enviada por León Bálter).

ADMINISTRATIVE FILE

Baltimore Rigging Co.

X

X

November 21, 1958

Mr. John Haynes
Baltimore Rigging Company
25th Street and Huntingdon Avenue
Baltimore 11, Maryland

Dear Mr. Haynes:

Enclosed please find a copy of the Plan For Settling Jurisdictional Disputes Nationally And Locally, which I promised to send you as soon as I had received it from the Building Trades.

With kindest personal regards, I am

Cordially yours,

James R. Hoffa
General President

JRH:FT:ml

Enclosure

ADMINISTRATIVE FILE ____

Baltimore Soc. Club Inc

X _____

X _____

May 22, 1961

Mr. Vernon Reese, President
Baltimore Soccer Club, Inc.
2705 N. Monument Street
Baltimore 5, Maryland

Dear Mr. Reese:

We have your letter of May 20th.

While we appreciate your problem, this will advise you that our union is not in any position to give you the support you are requesting.

Yours very truly,

H. J. Gibbons
Executive Assistant to the
General President

HJG:id

Q'CEANS 2-0031

Baltimore Soccer Club, Inc.

Member of American Soccer League — Professional

2705 E. MONUMENT STREET

BALTIMORE 5, MD.

International Brotherhood
Of Teamsters
25 Louisanna Ave N. W.
Washington D. C.

Dear Mr. Hoffa.

May 20, 1961

I have purchased the franchise of Pompei Soccer Club of the American Soccer League. This professional league operates from Baltimore to Falls River.

Purpose- Improve the understanding and training of Balto. youth for this sport. Also to continue to finance and operate the SUNDAY MORNING SOCCER CLINIC that has been in existence for 22 consecutive years. Which is in operation 8 months of each year. (I have been support in the past). 80 to 100 participate each week. By reviving fan interest, there is a wonderful possibility.

Jimmy, you can make it an absolute certainty. A word and advice from you would be the difference between success and failure . (forinstance if your local workers would support games, and members advertising in season program. Possibly others way? .

Jim, I know you have pumped life into many a business. How about calling the shots for this venture.

Looking forward to hearing from you.

Also thanking you in advance.

Very Truly Yours,
Vernon Reese
Vernon Reese, President

P. S. Could you suggest some firms to contact ?

WESTERN UNION

SENDING BLANK

CALL LETTERS MDV 12/28/61 CHARGE TO Int. Bro. of Teamsters

Mr. Frank Fitzsimmons, Vice Pres.
International Brotherhood of Teamsters
2741 Trumbull
Detroit, Michigan

Pleaee arrange a meeting with Bancroft Trucking Lines,
Flint, Michigan, the week of the 1st.

ADMINISTRATIVE FILE

Bancroft Trucking Lines

X James R. Hoffa
General President

X

Send the above message, subject to the terms on back hereof, which are hereby agreed to

PLEASE TYPE OR WRITE PLAINLY WITHIN BORDER—DO NOT FOLD

12a9—(8 4-55)

WESTERN UNION

DE FLB055 9D FLINT MICH 28 630A EST

JAMES HOFFA,PRES BROTHERHOOD OF TEAMSTERS
TEAMSTERS BLDG WASHDC

NO MEETING HAS BEEN SCHEDULED YET MAY WE HAVE ONE BEFORE JANUARY FIRST OR MAY YOU CALL ME AND ADVISE THANKING YOU
GLENN BANCROFT FLINT.

1961 DEC 28 AM 9 05

FAX

RECEIVED
DEC 28 9 09 AM 1961
GENERAL PRESIDENT

5331 West Monroe Street
Chicago 44, Illinois

Telephone: Columbus 1-0899

July 24, 1959

ADMINISTRATIVE FILE
Bandy, Samuel L.
x
xManpower, Inc.

Mr. H. J. Gibbons
Executive Ass't to the General President
Int'l Brotherhood Of Teamsters
25 Louisiana Avenue., N.W.
Washington 1, D.C.

Dear Mr. Gibbons;

Your letter of May 27, 1959, has been forwarded to me via the addresses of Relatives with whom I spent my recent vacation, accompanied by my Family.

Please accept my sincerest thanks for your letter, particularly, the closing compliment, "Fraternally yours"

This complimentary close means a lot to me.

Most of my adult life was spent in the Military Service where I was wounded in both WWII and during the Korean Confliot, yet, I have seen enough of civilian life to recognize the very ugly fact that there are some who will take advantage of their fellow man when ever the opportunity arises.

Shortly, after leaving the service in August-1954, I had the privilege of meeting one of the most dedicated and honorable men, I've ever known; The Late Hall Bates.

Mr. Bates, at the time, was dedicating all of his energies and enthusiasm to The International Brotherhood Of Teamsters. Later, we were both active in Lions International, but Hall Bates was still very active and fighting for The Teamster's Organization.

It was at a Lions Luncheon, when shortly after making a very outstanding talk that Hall Bates collapsed and died within minutes of a heart attack.
At the time, we each wondered if he hadn't taken on too much....

Through Mr. Bates, I gained a strong appreciation for the dedication and devotion which men like yourself, Mr. Hoffa, Mr. Reuther, Mr. Meany, and others give, that the man who works for the other fellow might be protected from the exploitation of those who would disregard his right to a decent living and reward for his labor.

Thus, when I awakened to the realization that the Temporary Help Services such as Manpower Inc., were a threat to the economic being of each of us, I resigned my position with that firm, and subsequently wrote a letter to Mr. Hoffa and discussed this problem with Mr. E. M. Weston, President of The Washington Labor Council

I, not only admire the fighting leadership of the Teamsters Organization, but also recognize the extremely difficult job ahead of you when every word and every breath is twisted by those who would deny the fellow who does their work a decent compensation and economic status for his labor.

If, in any way, in the future, I might be of the slightest help to your fine organization, please give me a call or drop me a note. Just as I fought a foreign enemy who would destroy our way of life, so, I am willing to stand up to those who would destroy it internally.

There are lots of us in your corner, so keep up the good fight.

Sincerely, Samuel L Bandy

ADMINISTRATIVE FILE

Bandy, Samuel L.

X

X

May 27, 1959

Mr. Samuel L. Bandy
227 Belmont Avenue North
Seattle 2, Washington

Dear Mr. Bandy:

Thank you for your continuing interest in the problems of Manpower, Inc. We are very conscious of this problem and will continue to interest ourselves in it.

Fraternally yours,

H. J. Gibbons
Executive Assistant to the
General President

HJG/yk

227 Belmont Avenue North
Seattle 2,Washington

May 27,1959

Mr.James R.Hoffa
International Brotherhood Of Teamsters,Chauffeurs,and Helpers
25 Louisiana Avenue N.W.
Washington,D.C.

Dear Mr.Hoffa;

This is in reference to my letter addressed to you and dated May 23,1959.

During the next 3-weeks,I will be taking a Vacation in the Midwest.Visiting Relatives,etc.

If during that period,you should wish to reach me or to write me a letter, I can be reached at the following address;

Samuel L Bandy
C/O Willis Perry
APT 2B
246 Washington Boulevard
Oak Park,Illinois

During the past few days,I have had the opportunity of meeting with several members of organized Labor and we have come up with the following and other ideas on how to meet the menace and danger of the out-rate temporary help service;

Basically,firms such as Manpower,Inc.,are hiring halls.

Where Manpower has a well thought out Advertising program and an up to date trained sales effort(Personal and Telephone Solicitors); Organized Labor Does Not.

On the other hand,there are many advantages which the employer has when he selects the Organized Labor Hiring Hall,rather than calling on such firms as Manpower.
(We listed over three pages of such advantages).

Thus,this is one way to meet the threat of such firms as Manpower.Every Employer must be told of these advantages.

I would like to hear from you or a member of your staff regarding this danger to the Average American Wage Earner and his Family.

Sincerest Regards,

Samuel L Bandy

ADMINISTRATIVE FILE

Banfield, C. E.

X

X

February 21, 1958

COPY

Mr. C. E. Banfield
423 South Jersey St.
Dayton 3, Ohio

Dear Mr. Banfield:

I have your letter of February 18 and appreciate your thoughtfulness in forwarding your views on this matter. I will be happy to take them under consideration.

Fraternally yours,

James R. Hoffa,
General President

JRH, yk

S 1665—20M—7-55.

C. E. BANFIELD
423 SOUTH JERSEY ST.
DAYTON 3, OHIO

February 18, 1958

Mr James E Hoffa
President of Teamsters
Teamster Building,
Washington, D. C.

Dear Sir:

The writer of this letter is not a Member of the Teamsters. In past years I have worked at Unloading trucks under Teamsters Contracts and of course paid dues to the Teamsters at that time. At present I am working as a Car Inspector for the Pennsylvania Railroad and under a contract with the Transport Workers Union whose President is Michael J Quill of New York.

Since I am not a Member of the Teamsters I can write this without any bias and would like to say that it is my feeling that the Teamsters should get some of the Unions that we railroad men belong to to be investigated as well as the Teamsters. I have heard a number of Railroad Men talking about how you were cleared of charges by the Senate Committee.

I have heard from Delegates who have come back from International Meetings in the Transport Workers say that the Combined AFL-CIO top strategy now is to build up the TWU and give the TWU carte Blanche to organize in the Transportation industry since the Teamsters have left the AFL-CIO.

Why dont the Teamsters use their legislative contacts to see that some of these other AFL-CIO Unions are investigated. There are things going on in the TWU that are just as bad as any of the alleged shortcomings of the Teamsters. It just is not fair play to have one Union singled out for persecution while the other ones are protected by the AFL-CIO top brass.

Sincerely yours,
C E Banfield
C E Banfield
Car Inspector PRR.

ADMINISTRATIVE FILE
Bangert, Bill
X
X

June 13, 1960

Mr. Bill Bangert
Route 1, Box 214
Bridgeton, Missouri

Dear Mr. Bangert:

I have carefully examined the attached, and our organization is in no position to aid and assist on this at this time.

Very truly yours,

H. J. Gibbons
Executive Assistent to the
General President

HJG/yk
Enc.

VILLAGE OF CHAMP, MISSOURI

R. R. 1 • P. O. BOX 214 • BRIDGETON, MISSOURI

TRUSTEES

NORMAN B. CHAMP, CHAIRMAN JOE CHAMP AGNES BOLES BILL BANGERT ROSEMARY BANGERT

April 29, 1960

Mr. Harold Gibbons
Teamstars International
25 Louisiana Ave. N. W.
Washington 1, D.C.

Daar Harold:

I am enclosing a brochur explaining the Champ Industrial Park, whioh seems like a natural enveatment for the Teamster Union to make, in that it deals with buying Municipal Industrial Revenue Bonds as are now being iasued throught the south.

The location speaks for itself with reference to water, rail and truck transportation - to say nothing about being 5 minutes from Lambert airport.

I peraonally have the options on thia ground encluding that owned by Mr. Champ and thus control the municipal entity. It would be a pleaaure to work with you and your constituents.

I ahall be haopy to meet you at the airport with a helicopter and we can aee the entire area in a few minutes.

Kindest personal regards,

Bill Bangert

Bill Bangert, Trustee
VILLAGE OF CHAMP, MO.

Phone: PErshing 1-0071

ADMINISTRATIVE FILE
Banks, Paul H.
X
X

February 3, 1959

Mr. Paul H. Banks
4414 Wood Avenue
Parma 34, Ohio

Dear Sir:

Thank you for your letter of February 1 inquiring as to membership is the Teamsters Unions.

It has been the strict policy of our International Union not to accept into membership workers already covered by certified bargaining units. We, therefore, regret that we can be of no assistesce to you at this time.

Fraternally yours,

H. J. Gibbons,
Executive Assistant to the
General President

HJG/yk

cc: Wm Presser

February 1, 1959
Parma 34, Ohio

James R. Hoffa
25 Louisiana ave. N.W.
Washington 1, D.C.

Dear Mr. Hoffa

In reading the International Teamster, the headline on page 11 I.B.T. to organize public workers, came to my attention, for this reason there is a large group of men employed by the Ohio Bell Telephone system here in Cleveland, Ohio who drive trucks, and some of these men are very much in disention to belong to the C.W.A. C.I.O. for on a strike, the foremen drive the trucks, and force out indefinetly the truck driver which was assigned to drive the truck, who belongs to the C.W.A. C.I.O. my question is, would it be posible for these truck drivers of the C.W.A. C.I.O. to become members of the Teamsters Union

The C.W.A. C.I.O. contract expires March 1, 1959. there was a contract signed in 1958 with a notation from the court from 1957 with a temporary contract issued.

Presently I am out on a withdrawal card as of June 18. 1953 ledger number 4031

Respectfully
Paul H. Banks
4414 Wood ave

ADMINISTRATIVE FILE

Barclay, Clive

Oct 7 58

International Brotherhood of Teamsters.
Jas James Hoffa. Gen Pres.

Dear Bro Hoffa.

Wish to appraise you of a situation; I am trying to develope pertaining to Alton Levy one of Victor Reisels principal ghost writers. In 1957 he attacked the extension of the contract, between the New York Hotel Association, and the New York Hotel Trades Council, covering 35,000 hotel workers, at a time when officers of the affiliated locals in the council were trying to establish a pension plan. I was

2/ General Organizer of Local 144, one of the locals in this council, and was defeated in 1955 when I ran for re-election. I did not see eye to eye on the way some of my fellow officers were playing ball with Reisel and Levy at the time, just to get a favorable press. I attributed my defeat to the writings of Levy and the favorable article written by Reisel for my opponent. Thousands of copies of this article were distributed to the members of my local, and management advised the workers to vote for Peter Ottley my opponent. Prior to each election, Levy resigns as a newspaper editor, and consultant for the Local 144

newspaper, only to be appointed after the election at a much higher salary. Purpose of the resignation, being to become Ottleys campaign manager, and to insure a favorable write up by Reisel. It seems the pay off to Reisel, is for those locals, who get a favorable press, to underwrite their gratitude, by placing his errand boys on their payrolls. Leroys big complaint, I am informed "that Reisel wasn't paying him enough" I was arrested 5 times in 3 years for charging violations of the contract in crowded hotel lobbys, but in each instance management would not press the charges, because I threatened to delve deep into the tipping situation,

my inference being that management were not correctly distributing gratuities, left for the workers, at conventions, by sales and business groups. Hery has made some very inaccurate statements in the past. Terrific propaganda value against these anti labor leeches, for their failure to expose the deterioration of working conditions in the hotel industry. I have no hesitation or inhibitions, about carrying a picket sign on Hery for his attacks, on the efforts of leaders who established conditions in spite of the attacks. I would not hesitate to carry a sign asking Reisel, why he does not publicise managements violations

5

of contracts. I would call here a liar on the sign, and scathingly rebuke Reisel for having this leech on local 144, payroll plus his cousin and ~~for~~ thereby denying ~~grant~~ greater and more, badly needed benefits for Local 144 members, because of their financial bite on the treasury. The medium of getting information on all types of business, and abd the anti union elements, through the channels of the hotel industry are far reaching. This I would like to discuss at some future date. Those who are throwing haymakers, to-day may very well back track to-morrow. Please analize this situation. I will make myself available at your convenience. Hoping I may have

6/

the pleasure of meeting you in the
not too distant future.

Fraternally & cordially yours.

Clive Barclay

CLIVE BARCLAY.
75 BANK ST.
NEW YORK. 14. N.Y.
APT 4B PHONE ~~CHEALSE~~ CHELSEA 2-1219

ADMINISTRATIVE FILE
Barclay, Clive

March 5, 1958

COPY

Mr. Clive Barclay
75 Bank Street, Apt. 4B
New York 14, New York

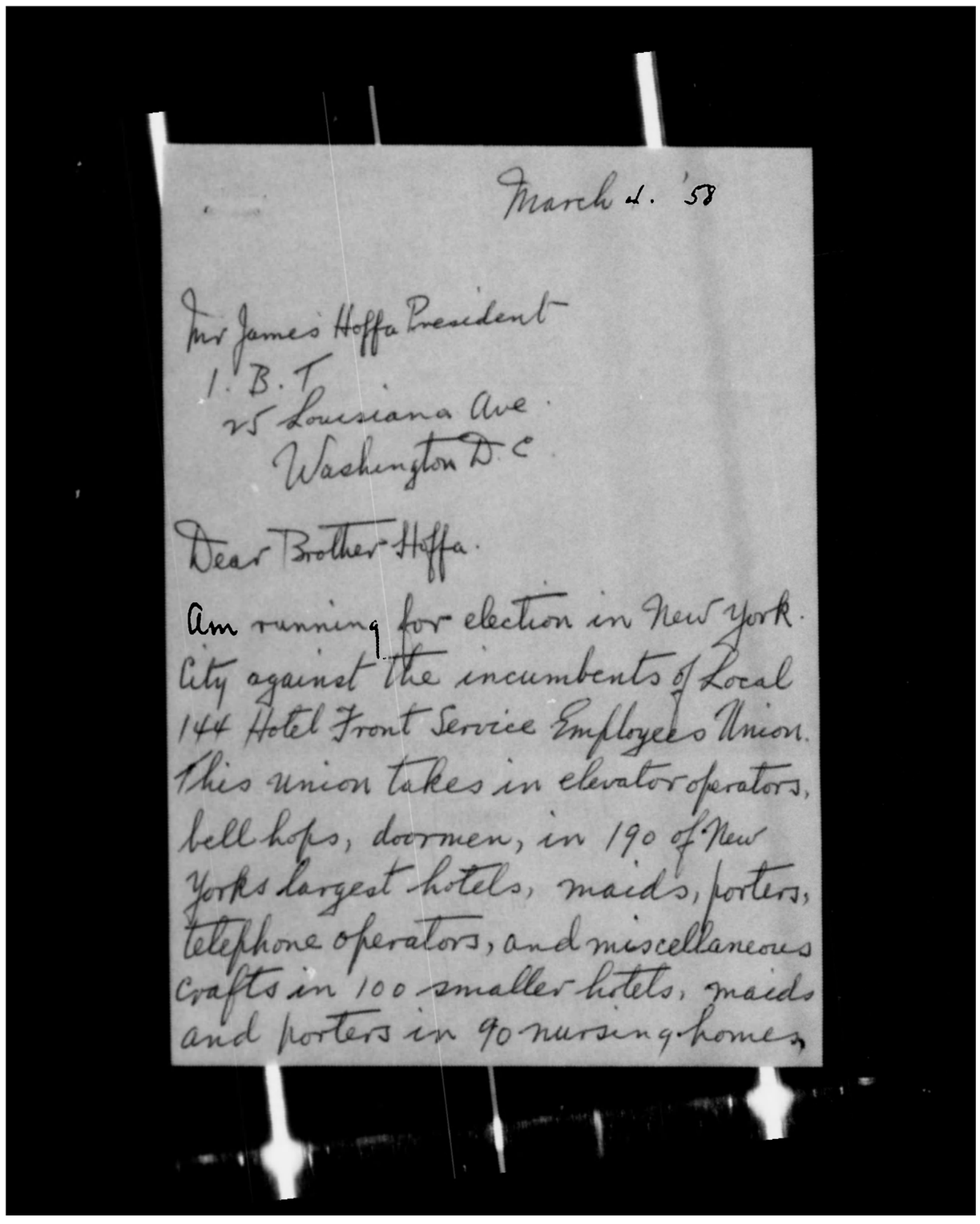
Daar Mr. Barclay:

Your letter of March 4 has been referred to me for answer. I am now writing to advise you that it is impossible for our Union to participate in any way in an election of another International Union.

Fraternally yours,

H. J. Gibbons
Executive Assistant to the
General President

HJG/yk

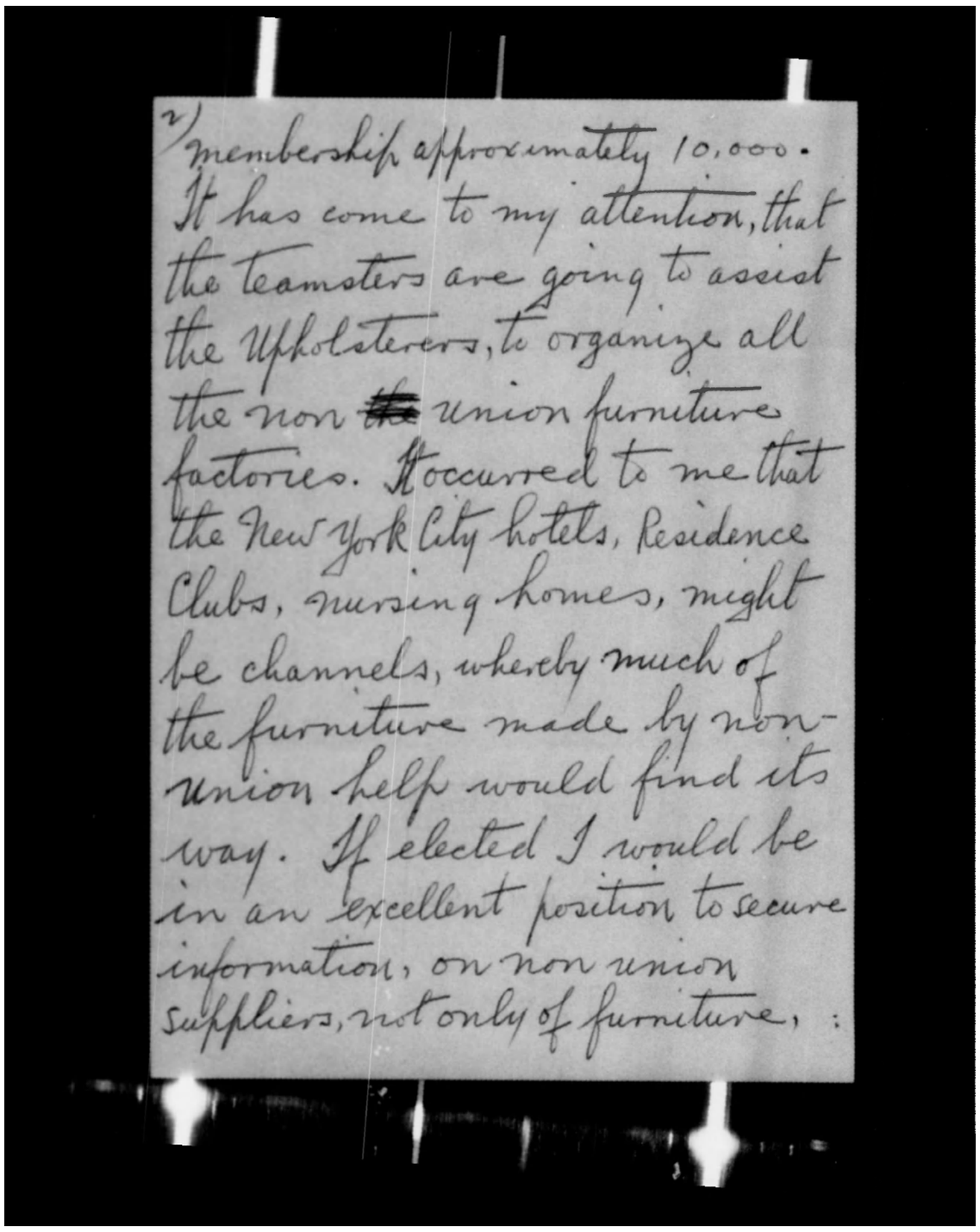


March 1. '58

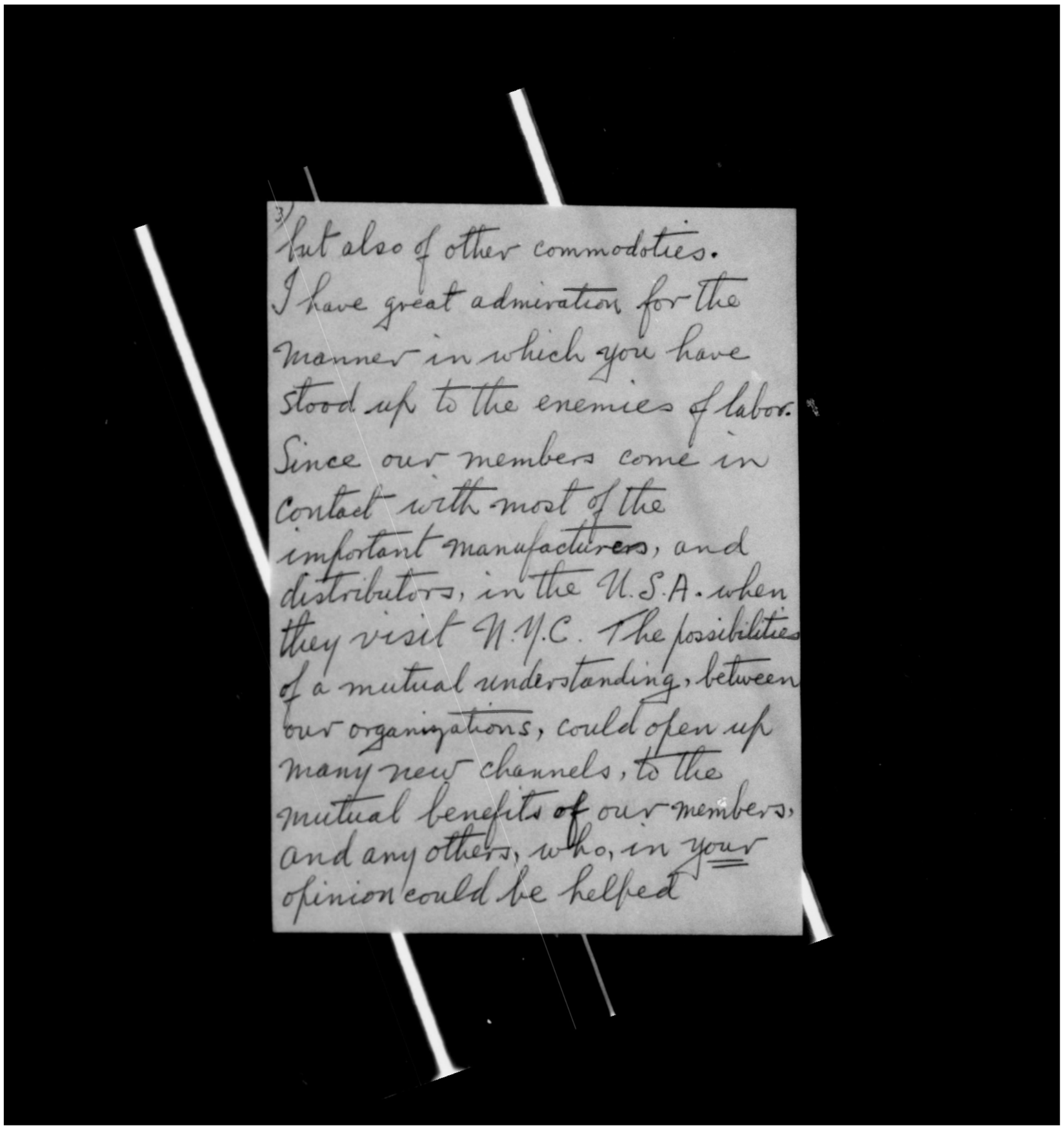
Mr James Hoffa President
I. B. T.
25 Louisiana Ave.
Washington D. C.

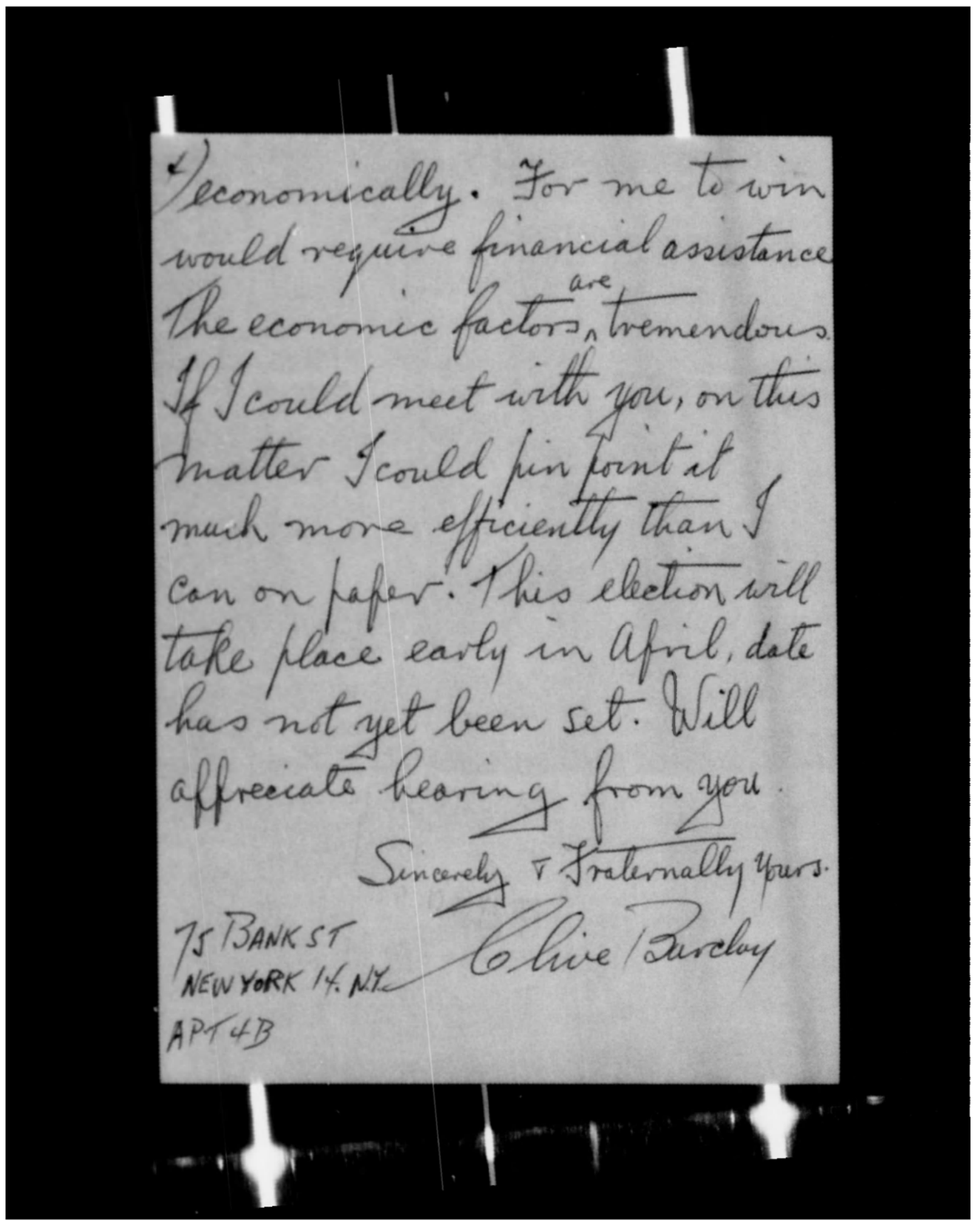
Dear Brother Hoffa.

Am running for election in New York City against the incumbents of Local 144 Hotel Front Service Employees Union. This union takes in elevator operators, bell hops, doormen, in 190 of New Yorks largest hotels, maids, porters, telephone operators, and miscellaneous crafts in 100 smaller hotels, maids and porters in 90 nursing homes,



2/ membership approximately 10,000.
It has come to my attention, that the teamsters are going to assist the Upholsterers, to organize all the non ~~the~~ union furniture factories. It occurred to me that the New York City hotels, Residence Clubs, nursing homes, might be channels, whereby much of the furniture made by non-union help would find its way. If elected I would be in an excellent position to secure information, on non union suppliers, not only of furniture, :


3)
but also of other commodoties.
I have great admiration for the
manner in which you have
stood up to the enemies of labor.
Since our members come in
contact with most of the
important manufacturers, and
distributors, in the U.S.A. when
they visit N.Y.C. The possibilities
of a mutual understanding, between
our organizations, could open up
many new channels, to the
mutual benefits of our members,
and any others, who, in your
opinion could be helped

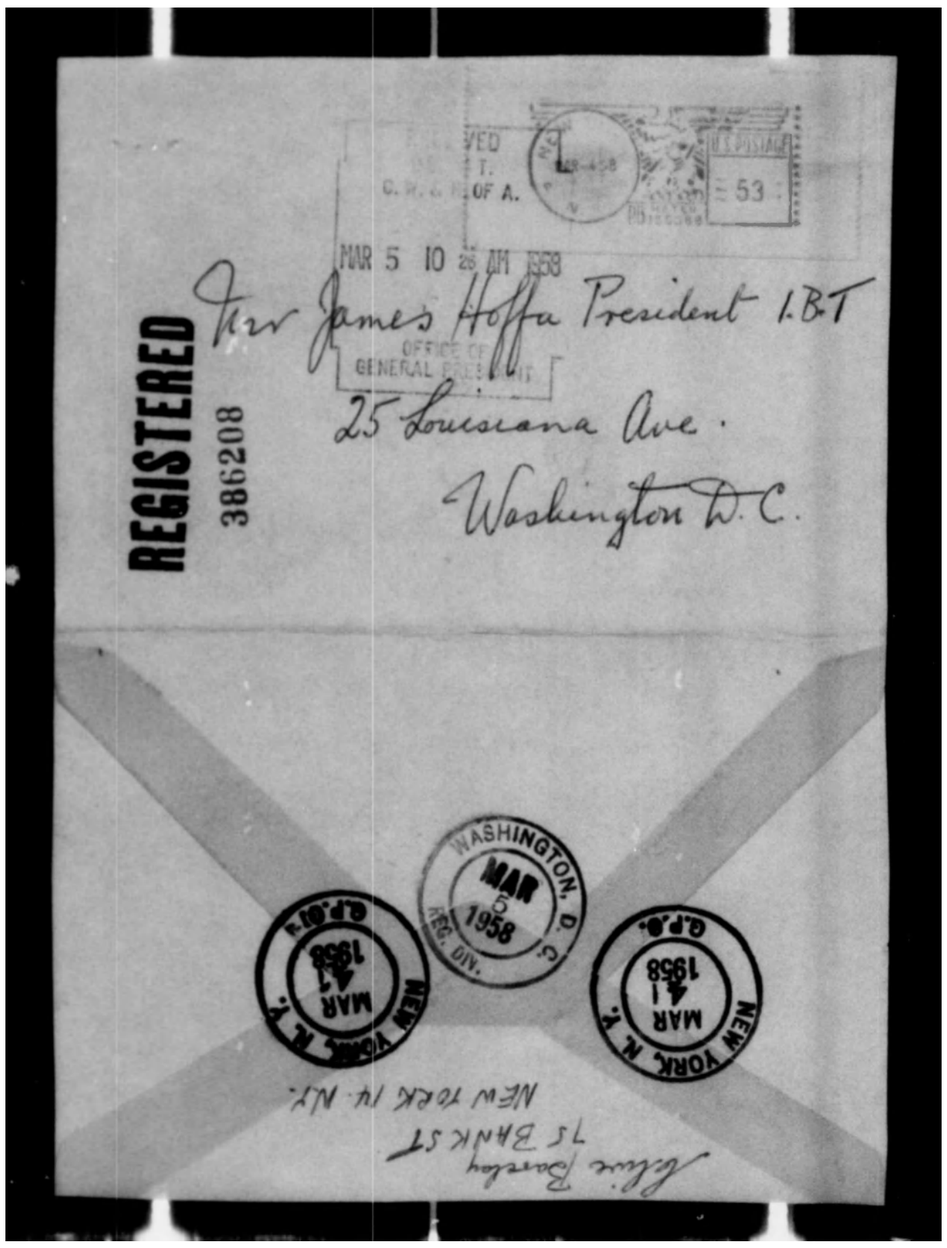


economically. For me to win would require financial assistance The economic factors are tremendous. If I could meet with you, on this matter I could pin point it much more efficiently than I can on paper. This election will take place early in April, date has not yet been set. Will appreciate hearing from you.

Sincerely & Fraternally Yours.

Clive Barclay

75 BANK ST
NEW YORK 14. N.Y.
APT 4B


REGISTERED
386208
MAR 5 10 28 AM 1958
Hon James Hoffa President I.B.T
25 Louisiana Ave.
Washington D.C.
WASHINGTON, D. C.
MAR 5 1958
REC'D. DIV.
NEW YORK, N. Y.
MAR 4 1958
G.P.O.
NEW YORK, N. Y.
MAR 4 1958
G.P.O.
Office Boston
75 Bank St
New York 14. N.Y.

ADMINISTRATIVE FILE ✓
Barbee, Howard C.
Republic Van and
Storage Company
X & 312

March 9, 1956

Mr. Howard C. Barbee
71 Pennsylvania Avenue
Chester 37, Pennsylvania

Dear Mr. Barbee:

In regard to your letter as it pertained to Republic Van and Storage Company, I had this matter investigated by our representative in the area.

I have been informed by representatives of our organization that at the present time Local Union 312 has no contract with Republic Van and Storage Company. Consequently, under these circumstances, it is somewhat difficult to insist upon wage schedules that are proper.

I am informed further though that the Local Union and its representatives are making every effort to perfect organization in this branch of Republic Van and certainly any aid and assistance that you might be able to give to Local Union 312 will be appreciated.

Fraternally yours,

Robert L. Graham
Assistant to the
General President

RLG/alb

FROM THE OFFICE OF
DAVE BECK, GENERAL PRESIDENT
INTERNATIONAL BROTHERHOOD OF TEAMSTERS
P-2050

[redacted]
OF
[redacted]
OF AMERICA

AFFILIATED WITH THE AMERICAN FEDERATION OF LABOR

Office of:
HARRY A. TEVIS
11TH VICE PRESIDENT
701 PLAZA BUILDING
PITTSBURGH 19, PA.
EXPRESS 1-5088

February 24, 1956

Mr. Robert L. Graham, Aesistant
to the General President
International Brotherhood of Teamsters
25 Louisiana Avenue, N. W.
Washington 1, D. C.

Dear Sir and Brother:

Re: Howard Barbee
Chester, Pennsylvania

I referred this caee to Brother John Backhus, President of Joint Council No. 53 in Philadelphia, and I have enclosed a copy of Mr. Backhus' letter which is self-explanatory.

Fraternally yours,

Harry A. Tevis

Harry A. Tevis
Vice-President

HAT/am
oeiu33afl
encl.

COPY

TEAMSTERS JOINT COUNCIL NO. 53
Philadelphia, Pennsylvania

February 22, 1956

Mr. Harry Tevis, Vice President
International Brotherhood of Teamsters
701 Plaza Building
Pittsburgh 19, Pennsylvania

Dear Sir and Brother:

I am returning your correspondence in the complaint of Howard C. Barbee of Chester, Pennsylvania, formerly a member of a Los Angeles Teamsters Union.

I spoke to Nick Daniels, Secretary-Treasurer of Local #312 of Chester, Pa., and he informs me that Local #312 has no contract with the Republic Van and Storage Company.

However, the local union now has some members employed by the Republic Van Co., and is endeavoring to secure a contract with the company.

Fraternally yours,

JOHN B. BACKHUS,
President

JBB:a
enc.

ADMINISTRATIVE FILE
Barbee, Howard C.
X
X

February 10, 1956

Mr. Harry Tevis, Vice-President
International Brotherhood of Teamsters
701 Plaza Building
Pittsburgh, Pennsylvania

Re: Howard C. Barbee
71 Pennsylvania Avenue
Chester 37, Pennsylvania

Dear Sir and Brother:

A photostatic copy of a letter from the above-captioned employee of Republic Van and Storage Company is referred for your attention and appropriate action.

Fraternally yours,

Robert L. Graham
Assistant to the
General President

RLG/alb
Encl

FROM THE OFFICE OF
DAVE BECK, GENERAL PRESIDENT
INTERNATIONAL BROTHERHOOD OF TEAMSTERS
P-2050

Harry Gin

71 Pennsylvania Ave.
Chester 37, Pa.
Febr. 8, 1956

Dear Mr. Beck:

Mr Beck, I have a problem here in Chester, Pa.! I thought maybe you could help me with it, or give me some advice.

I was sent here from Los Angeles, California, with my wife and household goods for a job with higher pay, that is a substantial raise, by Republic Van and Storage Co. of Los Angeles, California, located at 330 South Central

After I got here, my wages were cut, so I saw Mr. Daniels, Teamster Union official here in Chester, also I called Mr. Copeland Teamster Union official in Los Angeles. They helped me to get my regular wages back for a short-time. Of course, the substantial raise I was promised was all forgotten!

Now I have been cut down again and my Salesman-Manager, Mr. Joe Hallam, of Republic, reminds me at least a dozen times a day, that if I won't take this wage-cut, he will fire

me and leave me stranded
here with no job, and my
household goods, 4000 #, to
take back on my own
to California, my home.

My last check was for
$88.75 before deductions and
I worked 53 3/4 hrs. It said
they were paying me for
40 hrs.

Mr Joe Hallon hires
"scab labor" at $1.00 & $1.25
per hour, and said, I
would be fried if I
hire "union help". He detests
the union. He says, that
Mr Paul Smith and Mr Buck

Smith, owners of Republic in Los Angeles told him to do this! I cannot believe it, as far as long as I worked for them in Los Angeles, they were always fair with me.

I have always been a "union man", must I work with his "scab labor"?

Mr. Joe Hallon says that he will move the Company to Wilmington, Del, & just hire "scab labor" so as he won't have to hire "union help". I mentioned this to Mr. Daniels, and he

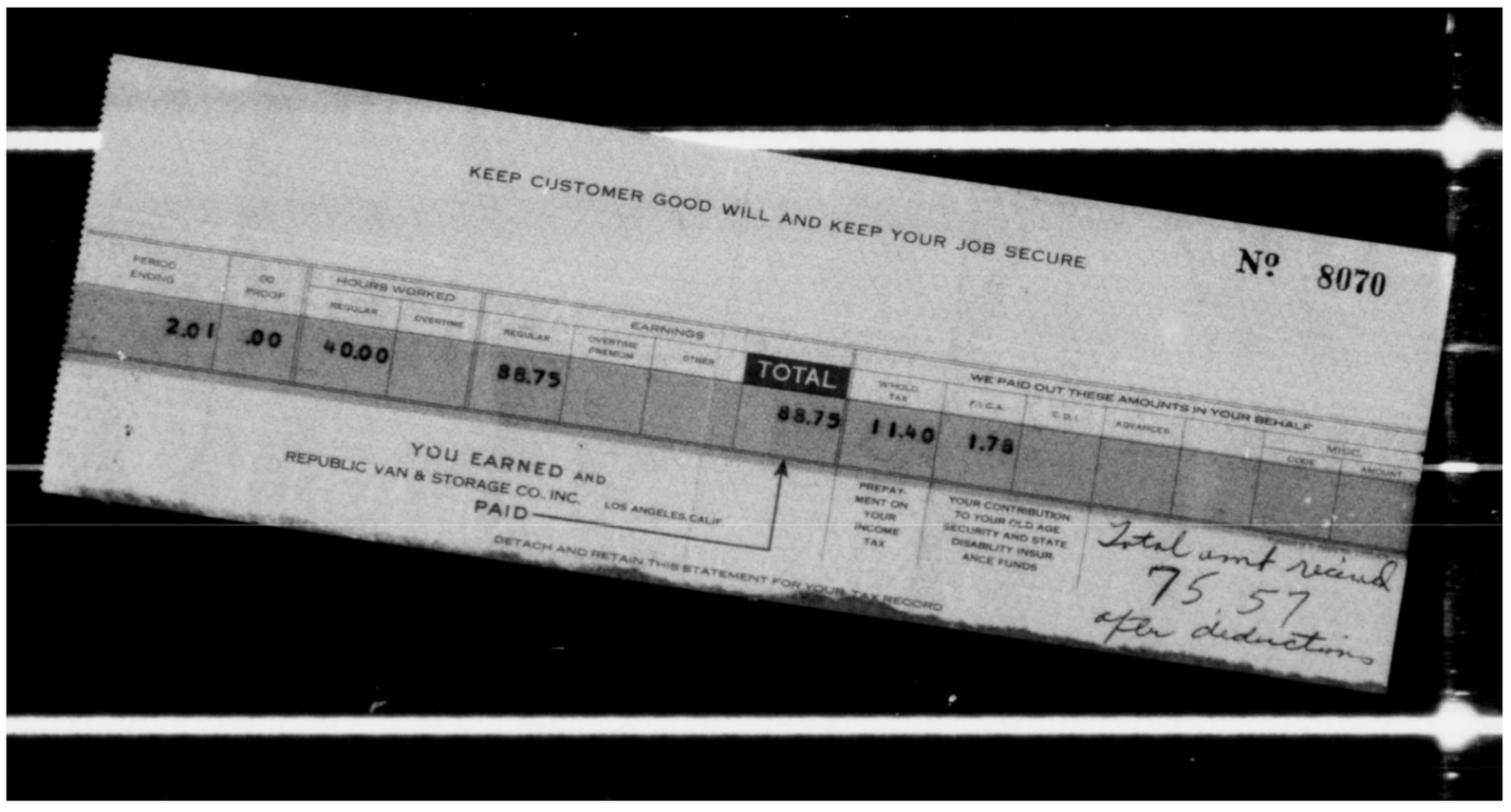
told me that Delaware has the same union wage agreement as here & Philadelphia. Mr. Daniels told Mr. Hallon that he had to be union here, yet he only has "scab labor" working all the time.

Also, I have been without the group benefit insurance since I have been out here, even though my union dues are paid!

I would appreciate an answer from you, as what to do about this situation.

Thank You
Yours truly
Howard E. Barber
71 Pennsylvania Ave.
Chester 37, Penn.

Enclosed is my last check stub.


KEEP CUSTOMER GOOD WILL AND KEEP YOUR JOB SECURE
No. 8070
PERIOD ENDING
00 PROOF
HOURS WORKED
REGULAR
OVERTIME
EARNINGS
REGULAR
OVERTIME PREMIUM
OTHER
TOTAL
WE PAID OUT THESE AMOUNTS IN YOUR BEHALF
WHOLD. TAX
F.I.C.A.
C.D.I.
ADVANCES
MISC. CODE
MISC. AMOUNT
2.01
.00
40.00
88.75
88.75
11.40
1.78
PREPAYMENT ON YOUR INCOME TAX
YOUR CONTRIBUTION TO YOUR OLD AGE SECURITY AND STATE DISABILITY INSURANCE FUNDS
YOU EARNED AND
PAID
REPUBLIC VAN & STORAGE CO., INC. LOS ANGELES, CALIF.
DETACH AND RETAIN THIS STATEMENT FOR YOUR TAX RECORD
Total amt recvd
75 57
after deductions

ADMINISTRATIVE FILE

Barber Truck Brokerage Co.

_X_____

_X_____

October 7, 1955

Mr. Murray W. Miller, Chairman and Director
Southern Conference of Teamsters
1522 ICT Building
Dallas, Texas

Dear Sir and Brother:

Enclosed is a report by Lew Harkins as it pertains to the Barber Truck Brokerage Company.

Would appreciate your making contact with Mr. Barber and set up an appointment to ascertain whether or not this will fit within the programs that you have in the South.

Fraternally yours,

Robert L. Graham
Assistant to the
General President

RLG/alb
Encl.

FROM THE OFFICE OF
DAVE BECK, GENERAL PRESIDENT
INTERNATIONAL BROTHERHOOD OF TEAMSTERS
P-2050

October 7, 1955

Mr. C. I. Barber
Barber Truck Brokerage Company
P. O. Box 3244
Orlando, Florida

Dear Mr. Barber:

First I would like t e for not being
available on the date set but unfortunate
ly I was indisposed

I have discussed your situation as related by you to Mr. Harkins with him and certainly we do have considerable interest in this proposition. As you probably well know, the exempted fruit and vegetable carriers has been one of great concern to us as regards I.C.C. regulation, etc.

I am going to forward to Mr. Miller, our Southern representative, a detailed report as indicated by Mr. Harkins and in addition, ask Mr. Miller to make an appointment with you and discuss your proposition and problem in more detail.

Very sincerely yours,

Robert L. Grahas
Assistant to the
General President

RLG/alb

ADMINISTRATIVE FILE
Barber Truck Brokerage Co.
X
X

October 7, 1955

Mr. Murray W. Miller, Chairman and Director
Southern Conference of Teamsters
1522 ICT Building
Dallas, Texas

Dear Sir and Brother:

Enclosed is a report by Lew Larkins as it pertains to the Barber Truck Brokerage Company.

Would appreciate your making contact with Mr. Barber and set up an appointment to ascertain whether or not this will fit within the programs that you have in the South.

Fraternally yours,

Robert L. Graham
Assistant to the
General President

RLG/alb
Encl.

Note: a copy of the report is in the file in Mr. Larkins' office

FROM THE OFFICE OF
DAVE BECK, GENERAL PRESIDENT
INTERNATIONAL BROTHERHOOD OF TEAMSTERS
P-2556

October 7, 1955

Mr. C. I. Barber
Barber Truck Brokerage Company
P. O. Box 3244
Orlando, Florida

Dear Mr. Barber:

First I could like to apologize for not being available on the date that we set but unfortunately I was indisposed.

I have discussed your situation as related by you to Mr. Harkins with him and certainly we do have considerable interest in this proposition. As you probably well know, the exempted fruit and vegetable carriers has been one of great concern to us as regards I.C.C. regulation, etc.

I am going to forward to Mr. Miller, our Southern representative, a detailed report as indicated by Mr. Barkins and in addition, ask Mr. Miller to make an appointment with you and discuss your proposition and problem in more detail.

Very sincerely yours,

Robert L. Graham
Assistant to the
General President

RLG/alb

FROM THE OFFICE OF
DAVE BECK, GENERAL PRESIDENT
INTERNATIONAL BROTHERHOOD OF TEAMSTERS
P. 2036

DAY PHONES
7816
L. D. 16

All Loads Fully Insured

NIGHT PHONES
3 5941
2-5232

BARBER TRUCK BROKERAGE COMPANY
IRVIN BARBER, Mgr.
P. O. BOX 3244
ORLANDO, FLORIDA

October 7th 1955

Mr. Lou Harkins
International Brotherhood of Teamsters
25 Louisana Ave., N. W.
Washiagton, D. C.

Dear Mr. Harkins:

I want to express my appreciation for the opportunity you gave me yesterday to outline the problems confronting truckers hauling exempted commodities. I also want to thank the girls who certainly went out of their way to make my visit most pleasant. Hope Mr. Graham has fully recovered from his illness and is now back on the job.

I know your organisation will give serious consideration to the matters wa discussed and hope I will hear from you very shortly that the decision is favorable. I again repeat, I will be available at a moment's notice if there are any details or information I can furnish you. I will be beastful enough to say there are few problems confronting the truckers of exempted commodities that I an not fully sequainted with.

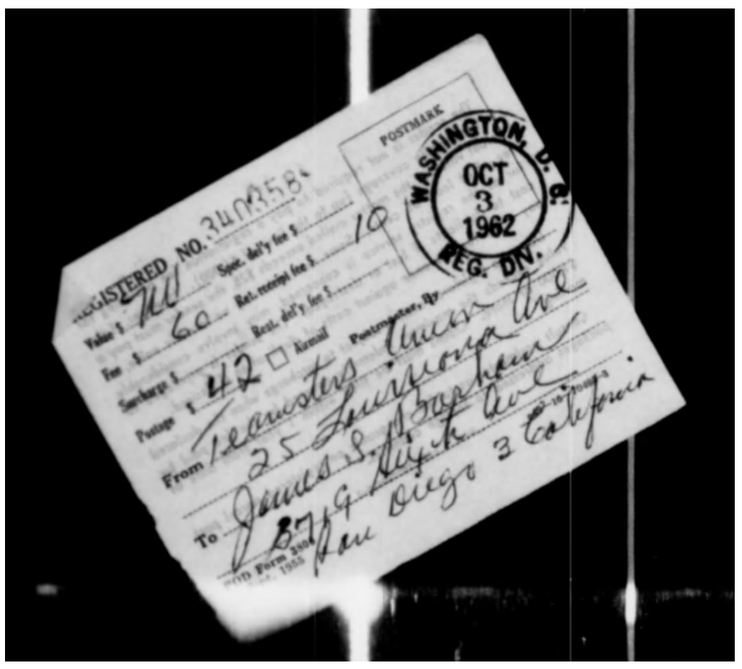
With kindest regards,

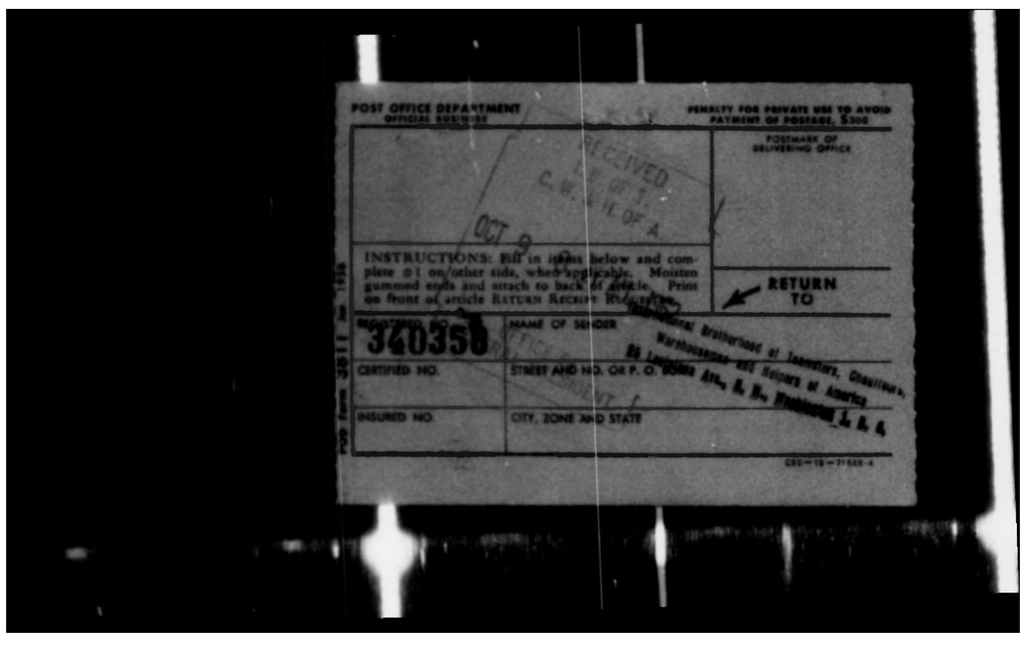
Yours very truly,

C. I. Barber

C. I. Barber

CIB/ae


REGISTERED NO. 340858
Value $ 700
Spec. del'y fee $
10
Fee $ 60
Rest. receipt fee $
Surcharge $
Rest. del'y fee $
Postage $ 42 ☐ Airmail
Postmaster, By
From Teamsters Union Local
25 Fourteenth
James S. Bayham
87[illegible] Ave
San Diego 3 California
To
POSTMARK
WASHINGTON, D. C.
OCT
3
1962
REG. DIV.


POST OFFICE DEPARTMENT
OFFICIAL BUSINESS
PENALTY FOR PRIVATE USE TO AVOID PAYMENT OF POSTAGE, $300
POSTMARK OF DELIVERING OFFICE
RECEIVED
C.W. & H. OF A.
OCT
INSTRUCTIONS: Fill in items below and complete #1 on other side, where applicable. Moisten gummed ends and attach to back of article. Print on front of article RETURN RECEIPT REQUESTED.
RETURN TO
REGISTERED NO.
340358
NAME OF SENDER
International Brotherhood of Teamsters, Chauffeurs, Warehousemen and Helpers of America
CERTIFIED NO.
STREET AND NO. OR P. O. BOX
INSURED NO.
CITY, ZONE AND STATE
Form 3811

ADMINISTRATIVE FILE

Barham, James

X

X

ADMINISTRATIVE FILE
George
Barin, William
X Barin, Florence
X

April 20, 1960

Mrs. Floraace Barin
25 1/2 Pina Street
Attleboro, Mass.

Dear Mrs. Barin:

We have your letter of April 18th.

Unfortunately, our organization has no records which could help you trace William Barin.

Very truly yours,

H. J. Gibbons
Executive Assistant to the
General President

HJG/yh

Attleboro Mass.
April 13, 1954

Dear Sir.

I would like to know if you could tell me if a certain person by the name of George William Bairin, belongs to your Union. He has been gone since Aug. 1/53. Last heard from him from Bakersfield, California Oct. 5. 1953. Was driving a truck for the Allaid Van Lines from Los Angeles to Las Vegas. Nevada. My daughter wrote to the 48 States to find out if he had a drivers liences but no results. Now my daughter has just got home from the hospital and is very sick. She wants to find her brother before some thing happens to her. I'm his mother and would like to know also. I thank you. I remain George's mother,

Mrs. Florence Bairin
25½ Pine St.
Attleboro Mass.

WESTERN UNION

SENDING BLANK

RDV DL PD Int. Bro. Teamsters April 16, 1954

Harold J. Gibbons
1127 Pine Street
St. Louis, Missouri

ADMINISTRATIVE FILE V
Barkley-Beersheba
Dinner
X Donald

Please explain to Donald Gunn, Chairman Barkley-Beersheba Committee that it is absolutely impossible for me to attend the dinner. Have meeting that night with Wisconsin delegation in Chicago. Regret

Dave Beck

annw

Send the above message, subject to the terms on back hereof, which are hereby agreed to

PLEASE TYPE OR WRITE PLAINLY WITHIN BORDER—DO NOT FOLD

1269—(5-50)

MAin 1-4600
GArfield 1-3491

THE BARKLEY-BEERSHEBA DINNER COMMITTEE

HONORARY CHAIRMEN Honorable Thomas C. Hennings, Jr. Honorable Stuart W. Symington Honorable Paul Douglas

CHAIRMAN Donald Gunn TREASURER Victor Packman

ROOM 222 JEFFERSON HOTEL ST. LOUIS, MO.

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Alfred Fleishman
Major David Foos, Jr.
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Maury Rubin
Bishop William Scarlett
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Sam Shaikewitz
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Nathan Shever
M. J. Sheridan
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Patrick E. Taylor
Kenneth Teasdale
Bernard Tureen
Rabbi Samuel Thurman
Lloyd Weber
Edward Wittoff

(List Incomplete)

April 9, 1954

Mr. Dave Beck
International Brotherhood
of Teamsters
Washington, D.C.

Dear Mr. Beck:

I have been honored with the chairmanship of the Barkley-Beersheba Dinner Committee to be held in Saint Louis, at the Chase Hotel, on Sundsy evening, April 25.

It was particularly gratifying to me to find so much of the preliminary work done by your Committee, and to participate in the efforts of men and women of all faiths who are cooperating to make this dinner a success.

Heartening letters have been received from all parts of the country, congratulating Saint Louis on its efforts in behalf of this democratic cause.

Mrs. Zena Harman, UN delegate serving on the Human Rights Committee, will also attend the dinner and speak to the people of Saint Louis.

The names of all those who purchase tickets to this dinner will be inscribed on a scroll to be placed in the Center, where it will remain as a memorial to your generosity.

The people of Israel already have raised $200,000 toward the Center, so that construction awaits only the additional $100,000 to be raised in the United States.

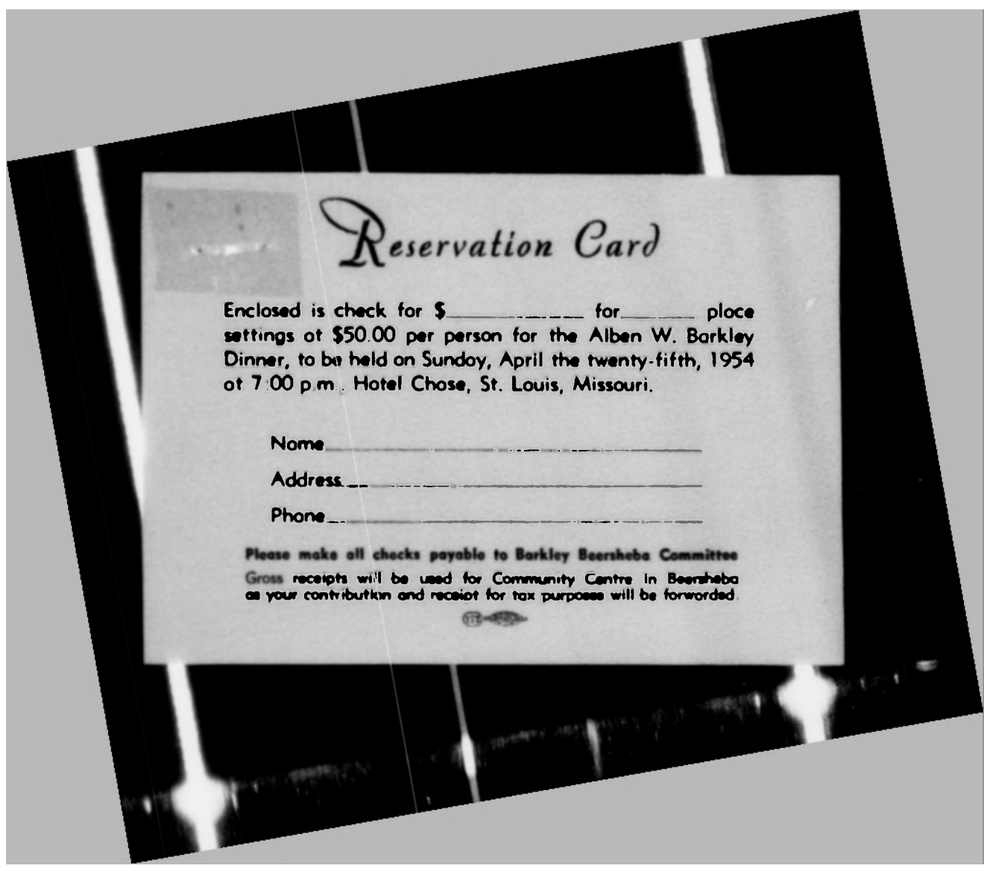
I have accepted this chairmanship in all humility, and hope that through working together, the people of Saint Louis can again show the world their good will and faith in supporting the cause of democracy against the forces of Communism and totalitarianism in the world.

Please return the enclosed reservation card as soon as possible. Additional cards are for the use of your friends.

Sincerely,

Donald Gunn

Donald Gunn
Chairman



Reservation Card

Enclosed is check for $_____ for_____ place settings at $50.00 per person for the Alben W. Barkley Dinner, to be held on Sunday, April the twenty-fifth, 1954 at 7:00 p.m. Hotel Chase, St. Louis, Missouri.

Name_____

Address_____

Phone_____

Please make all checks payable to Barkley Beersheba Committee

Gross receipts will be used for Community Centre in Beersheba as your contribution and receipt for tax purposes will be forwarded.

ADMINISTRATIVE FILE
Invitations
X Barkley, Alben Thomas
X

The JEFFERSON

A HILTON HOTEL

[illegible] BOULEVARD at LOCUST SAINT LOUIS MISSOURI

March 18, 1954

Mr.Edward Chayfita
International Brotherhood of Teamsters
100 Indiana Avenue NW
Washington, D.C.

Dear Brother Chayfitz:

In accordance with our phone conversation of today, I am writing to request the following:

1: The permission to have Presidant Beck act as a sponsor for the Alben Barkley Dinner at the Chase Hotel on April 25.

2: The possibility of Presidant Beck being present at the dinner to introduce Mr. Barkley.

3: The possibility of President Beck calling Mr. August Busch to request Mr. Busch to accept the chairmanship of the dinner.

The Alben Barkley Dinner, sponsored by the citizens of Saint Louis in order to raise money to build a community center in Beersheba in the name of Alben Barkley. Mr. Barkley has done much for the people of Israel and this is one small way of honoring him.

Many prominent Saint Louis citizens, Republicans as well as Democrats, are sponsoring the affair.

The entire labor movement is actively cooperating. We know of Presidant Beck's friendship to Israel and particularly to the general Federation of Labor of Israel and feel it would be very significant if he would back this project.

Awaiting an early reply since we must go to press with our invitations.

Advised unable to comply, but agreed DB name could be used in list of sponsors A.W. 3/9

Fraternally Yours,

Gregory J. Bardacke

Gregory J. Bardacke

P.S. My telephone number in Saint Louis is Garfield 3491.

cc: President David Beck, International Brotherhood of Teamsters
552 Denny, Seattle, Washington

ADMINISTRATIVE FILE

Barlow (Mrs.)

X

X

April 30, 1963.

Jim Hoffa, you been a pretty wise guy up to now when you receive this letter. You better take warning and head both. You been breaking the law since 1955. To ay knowledge I'm positively sure you're in so position to give me any hard time as you think you're doing now.

Everything you and your mob have been doing is nothing but breaking the law. As you know, this case you are handling now happens to belong to my dead brother and his children, my daughter and myself. You know it all belongs to royalties, not votes. You paid them off on the stolen money that belongs to us, Jimmy Hoffa. I'm in a position to warn you of the danger you're seking for yourself, for me if you know whats good for you, you and your mob and yourmob broads will put the money back where you got and break up the smee your in because Jimmy I know all about Electronic Research Remote Control.

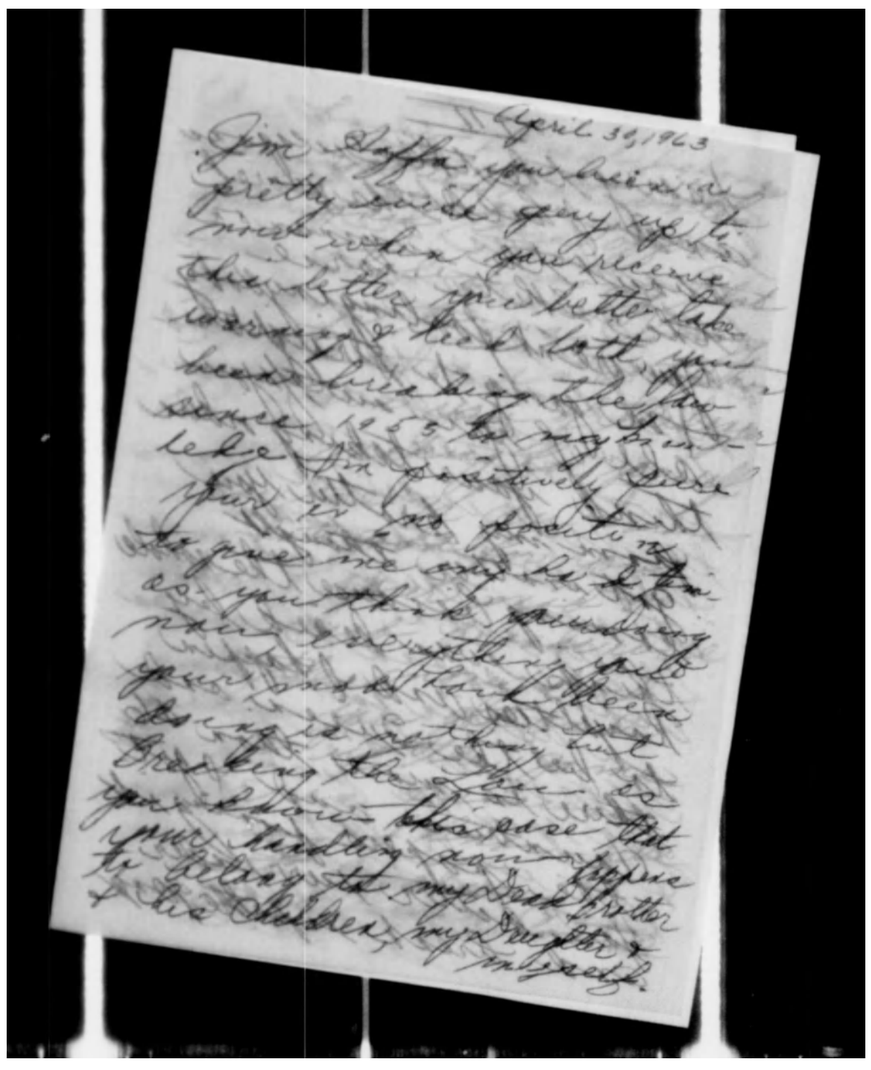
I carry the three weapons and I hold the secret about the women on the white horse. You aren't fooling anybody. I'm going to straighten all of you out. If you think your taking orders from my brother, you got another thought coming because the whole thing was by royalties and I happen to be the Queen and there is more then 46 countries and I got the papers proofing it. You better surrender and break up the gang.

I have been working on this case. Teamsters are nothing but communists. You're always standing on the Fifth Amendment. You wouldn't even admit who your own Mother was. In the last war the negroes help win the war but it was the Irish who really won. My brother didn't spend 13 years in Africa for nothing. That's where I'm able to get you. He licked Hitler and he will lick you.

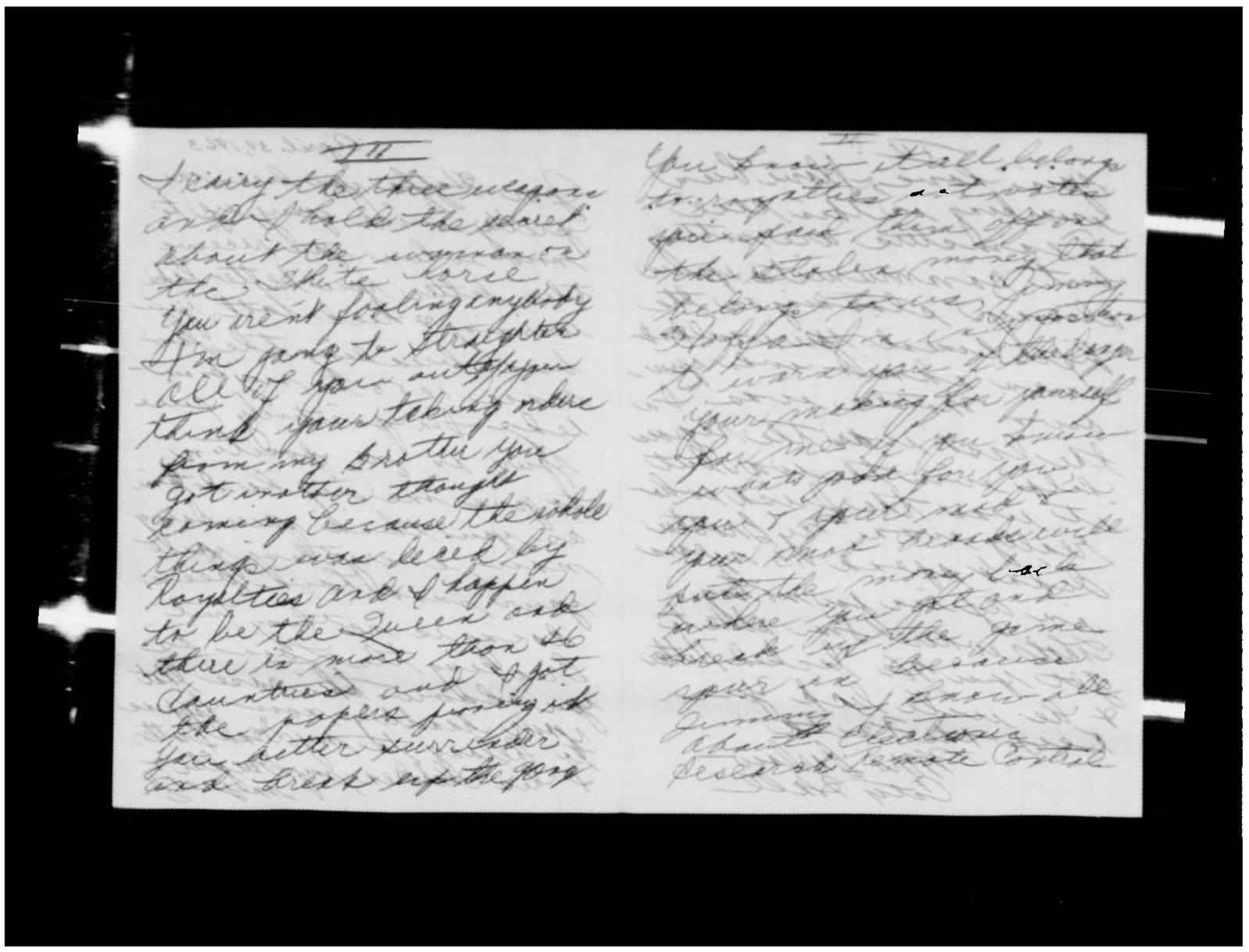
Keep the faith.

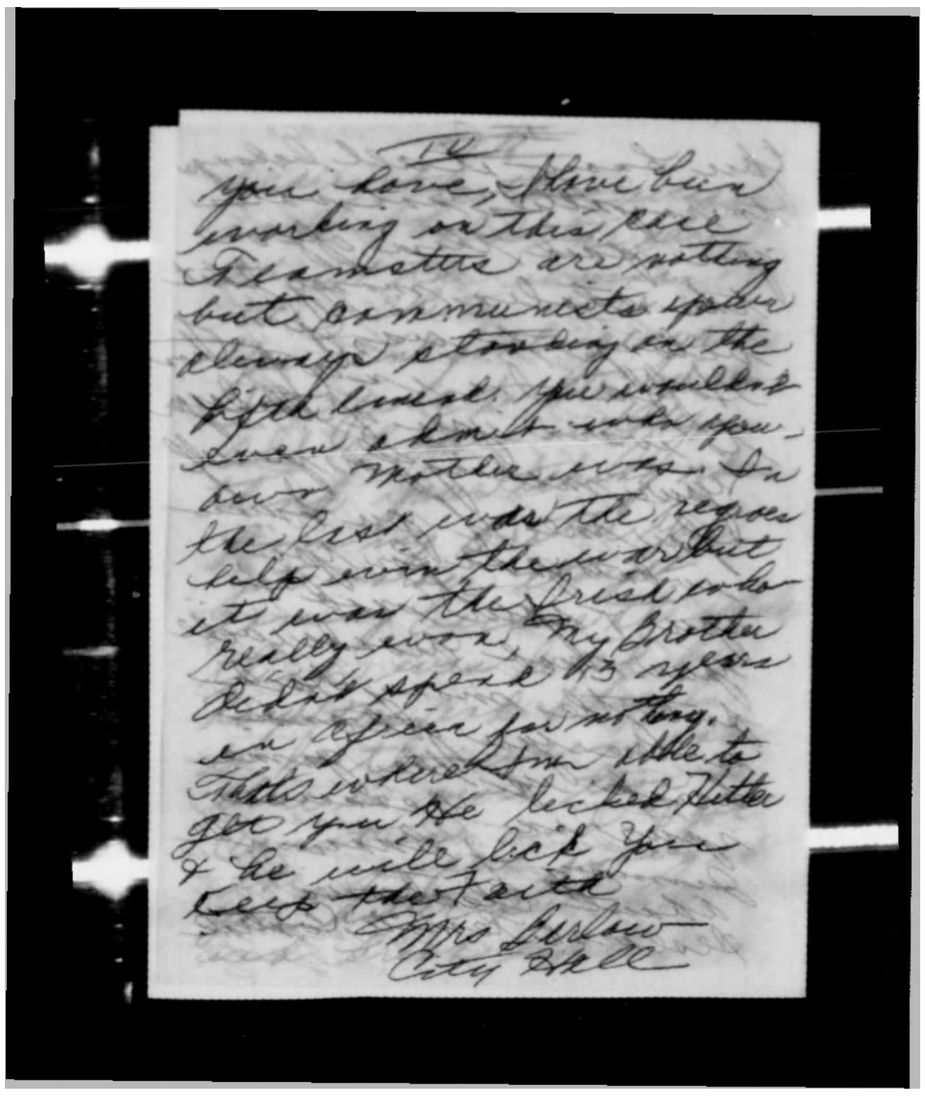
s/Mrs. Barlow
City Hall

(1819 Carlton Street)


April 30, 1963

Jim Dear you have a
pretty good guy up to
now when you receive
this letter you better take
warning I tried both your
home Tuesday Thursday
since 1955 to my Bus-
ness for positively Sure
you in no position
to give me an answer
as you think Thursday
now I explained quite
your position but not
knowing the Law as
your Lawyer has ever had
to Deal to my Dear Brother
& his Children, my Daughter
my self.




If you love, Stine been
working on this case
Democrats are nothing
but communists under
cleverly standing on the
Fifth Amend. You wouldn't
even know you
were Mother was in
the last ever the negroes
help win the war but
it was the Irish who
really won. My Brother
Robert spent 13 years
in office for nothing.
Tell Roosevelt I like to
see you He licked Hitler
& he will lick you
Keep the Faith
Mrs Burlow
City Hall

ADMINISTRATIVE FILE
Barlow, Ernest F.
X b b b 4
X

January 24, 1964

Mr. George E. Mock, Vice President
International Brotherhood of Teamsters
1722 J Street
Sacramento 14, California

Re: Ernest F. Barlow

Dear Sir and Brother:

Please examine the contents of the enclosed letter.

The national office would appreciate it if you could do something to help this member.

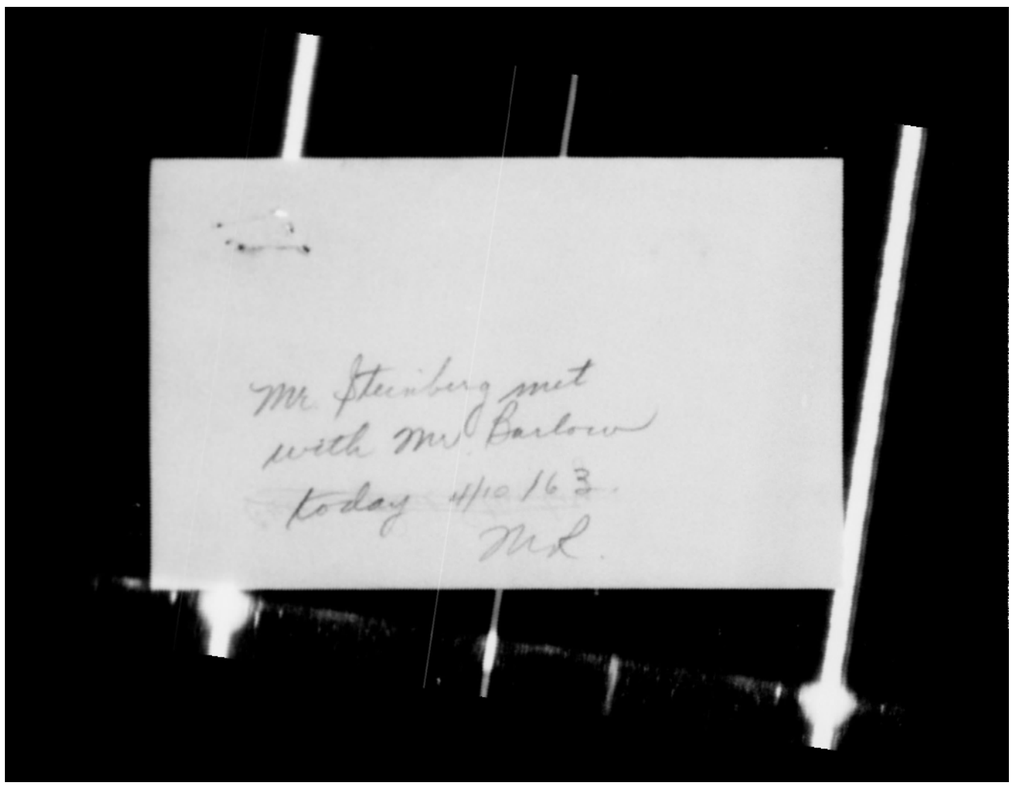
With best wishes, I am,

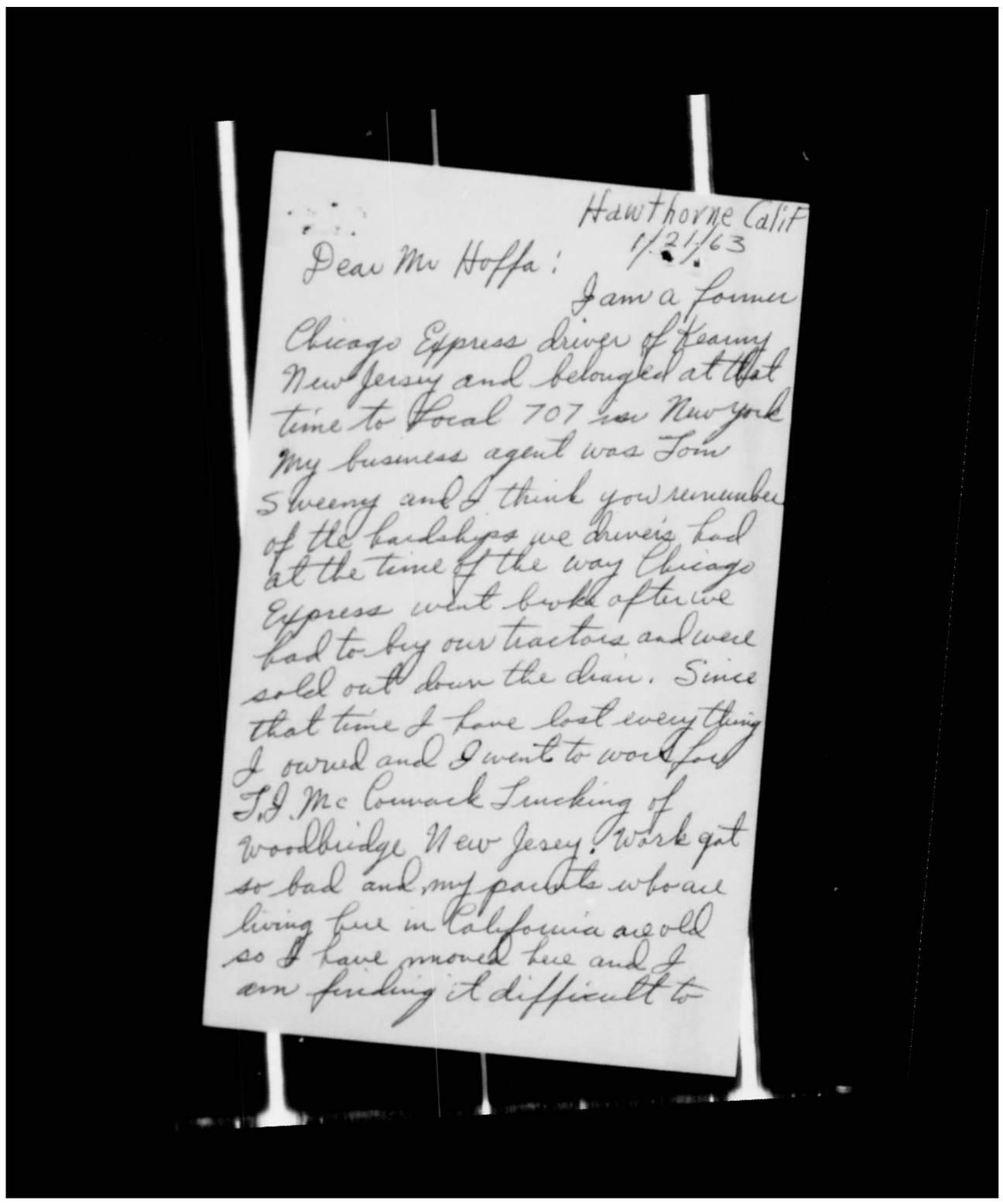
Fraternally yours,

James R. Hoffa
General President

JRH:mo'a
Enclosure

LNS


Mr Steinberg met
with Mr Barlow
today 4/10/63.
MK



Hawthorne Calif
1/21/63

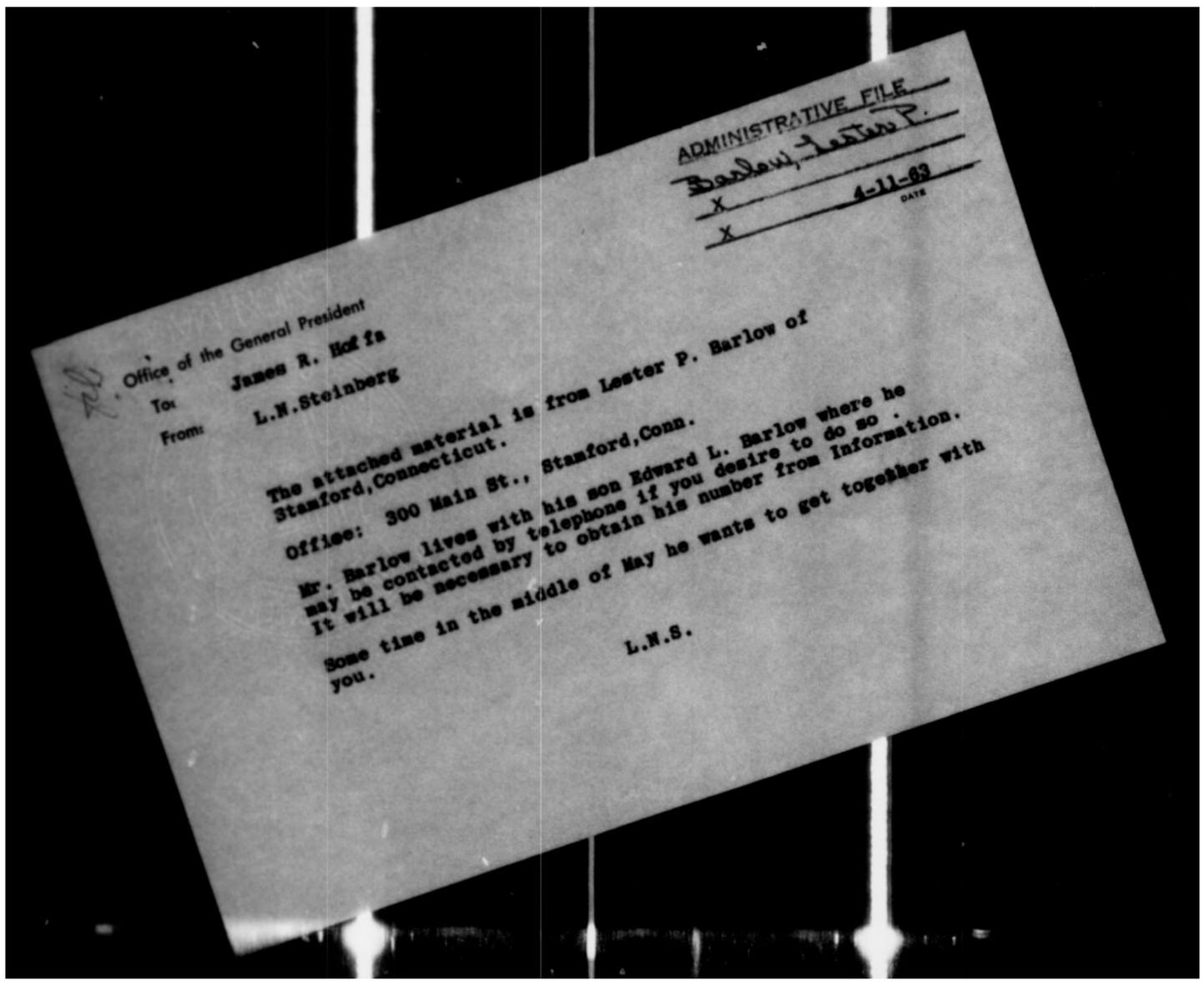
Dear Mr Hoffa:

I am a former Chicago Express driver of Kearny New Jersey and belonged at that time to Local 707 in New York My business agent was Tom Sweeny and I think you remember of the hardships we drivers had at the time of the way Chicago Express went bust after we had to buy our tractors and were sold out down the drain. Since that time I have lost every thing I owned and I went to work for T.D. Mc Cormack Trucking of Woodbridge New Jersey. Work got so bad and my parents who are living here in California are old so I have moved here and I am finding it difficult to

finding a driving job. I have
applied Local 224. But have
been told jobs are scarce.
I know that is the case and
the reason I have written to
you I thought maybe I could
get a little push or help.
I would greatly appreciate any
help you could give me as a
member of the Teamsters

Sincerly
Ernest F Barlow

4630 Rosecran's Ave.
Hawthorne, Calif.


ADMINISTRATIVE FILE
Barlow, Lester P.
X 4-11-63 DATE
X

Office of the General President

To: James R. Hoffa

From: L.N.Steinberg

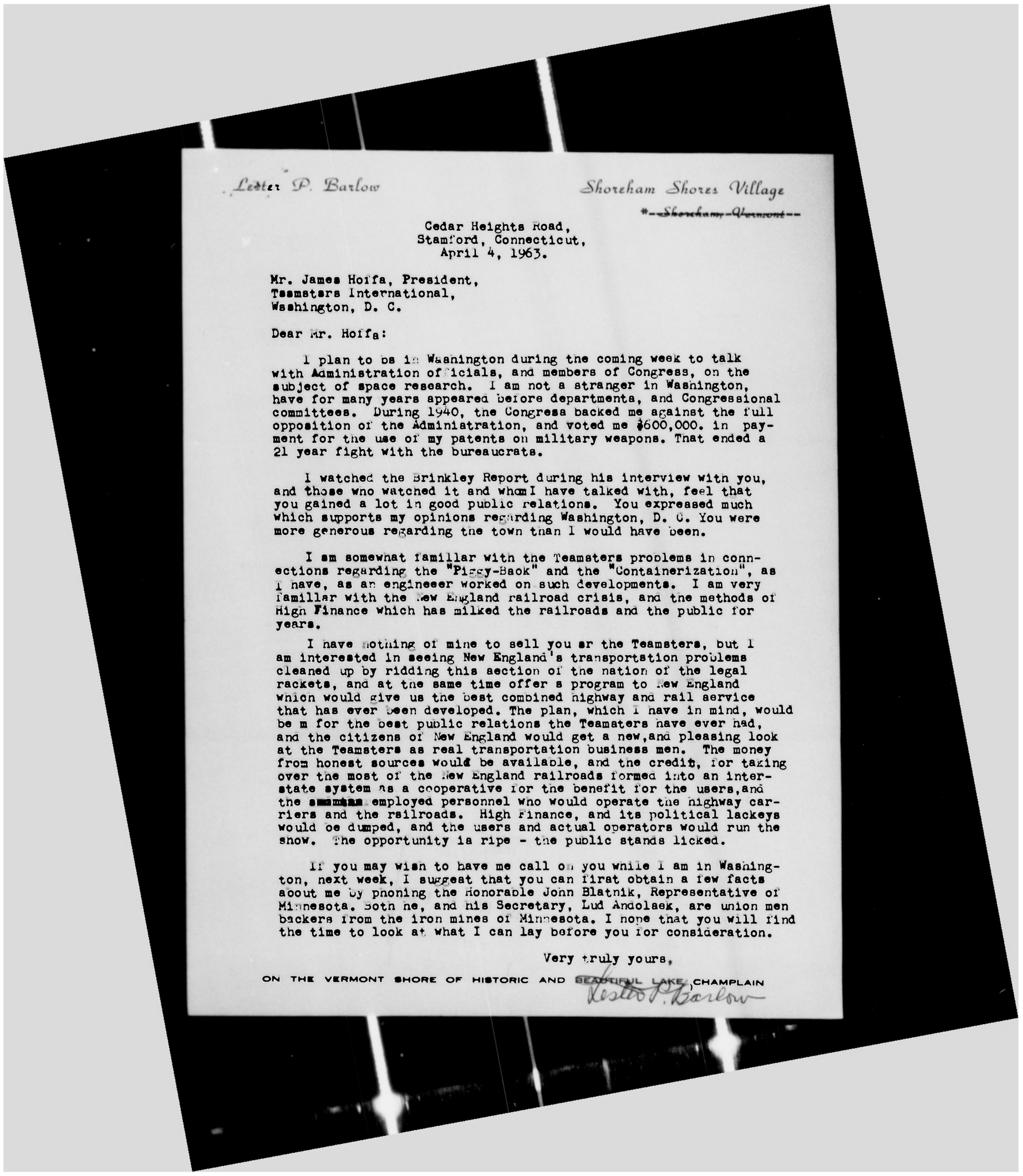
The attached material is from Lester P. Barlow of Stamford,Connecticut.

Office: 300 Main St., Stamford,Conn.

Mr. Barlow lives with his son Edward L. Barlow where he may be contacted by telephone if you desire to do so . It will be necessary to obtain his number from Information.

Some time in the middle of May he wants to get together with you.

L.N.S.



Lester P. Barlow

Shoreham Shores Village

~~*--Shoreham, Vermont--~~

Cedar Heights Road,
Stamford, Connecticut,
April 4, 1963.

Mr. James Hoffa, President,
Teamsters International,
Washington, D. C.

Dear Mr. Hoffa:

I plan to be in Washington during the coming week to talk with Administration officials, and members of Congress, on the subject of space research. I am not a stranger in Washington, have for many years appeared before departments, and Congressional committees. During 1940, the Congress backed me against the full opposition of the Administration, and voted me $600,000. in payment for the use of my patents on military weapons. That ended a 21 year fight with the bureaucrats.

I watched the Brinkley Report during his interview with you, and those who watched it and whom I have talked with, feel that you gained a lot in good public relations. You expressed much which supports my opinions regarding Washington, D. C. You were more generous regarding the town than I would have been.

I am somewhat familiar with the Teamsters problems in connections regarding the "Piggy-Back" and the "Containerization", as I have, as an engineer worked on such developments. I am very familiar with the New England railroad crisis, and the methods of High Finance which has milked the railroads and the public for years.

I have nothing of mine to sell you or the Teamsters, but I am interested in seeing New England's transportation problems cleaned up by ridding this section of the nation of the legal rackets, and at the same time offer a program to New England which would give us the best combined highway and rail service that has ever been developed. The plan, which I have in mind, would be m for the best public relations the Teamsters have ever had, and the citizens of New England would get a new, and pleasing look at the Teamsters as real transportation business men. The money from honest sources would be available, and the credit, for taking over the most of the New England railroads formed into an interstate system as a cooperative for the benefit for the users, and the [redacted] employed personnel who would operate the highway carriers and the railroads. High Finance, and its political lackeys would be dumped, and the users and actual operators would run the show. The opportunity is ripe - the public stands licked.

If you may wish to have me call on you while I am in Washington, next week, I suggest that you can first obtain a few facts about me by phoning the Honorable John Blatnik, Representative of Minnesota. Both he, and his Secretary, Lud Andolsek, are union men backers from the iron mines of Minnesota. I hope that you will find the time to look at what I can lay before you for consideration.

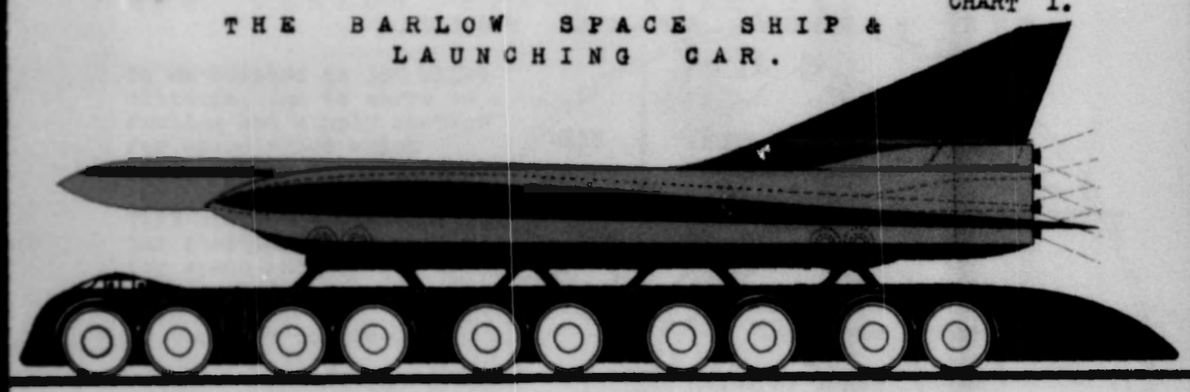
Very truly yours,

Lester P. Barlow

ON THE VERMONT SHORE OF HISTORIC AND BEAUTIFUL LAKE CHAMPLAIN

CHART 1.

THE BARLOW SPACE SHIP & LAUNCHING CAR.



LAUNCHING CAR SPEED AT TAKE-OFF OF SPACE CRAFT IS 400 MILES PER HOUR

This Chart 1. shows the Barlow Space Ship mounted on the Launching Car and ready to make the acceleration run up to 400 miles per hour at the take-off.

The Space Ship weighs fully loaded, with 500 tons of liquid fuels, crew of five men and their supplies, about 575 tons.

The Launching Car will weigh around 450 tons, which includes two fuel tanks for suppling fuel to the rocket engines during the acceleration run. This car is 216 feet long, and it is 40 feet wide. It will run on a controling track of 40 feet gauge. Track rails will not be used, but two forty inch resilient strips will be laid in concrete channels for a distance of thirty miles over level terrain, and without curves or changes of elevations. The track will be constructed so as to steer the car. The car will be speed controled by a manned crew onboard the car. However, for safety in operations the Space Ship crew may have direct control for stopping the launching car.

There will be ten driving wheels on each side of the launching car, and each wheel will be twelve feet in diameter, and with a rim width of 36 inches. The rim will be made of steel. The wheels will not be spring mounted, but mounted on roller bearings fixed to the frame of the car. Each wheel will be powered by a full floating shaft coming out through the bearing and locking to the wheel hub by a fitting. The shaft will be powered through a hypercircle-transmission, which in turn will be powered by electric motors. Each wheel will have its own respective electric motors. By this arrangement of power train we provide against a wheel lock at high speed. A wheel lock at the high speed of the car could cause a wreck of both the car and the space ship. The total electric motor power will be 200,000 horsepower.

The electric power source will be two electric power plants, located along the site of the car track. The electric power will be delivered to the car by a "third-rail" means.

The thirty mile track will provide for a ten mile pick-up of acceleration to the 400 mile speed - ten miles for tests and checks before the "take-off", and ten miles more for slowing and stopping if necessary.

At the 400 mile speed, the twelve foot driving wheels will be revolving at over 900 revolutions per minute and for that reason an anti pressure condition, or car inflated tires, miles should fail while the car runs at high speed.

Means for fast and direct communications between both the Space Ship crew and the launching car crew, during the acceleration run, will be available.

Should it ever become necessary to launch the space ships in rapid succession by the Launching Car, possibly launchings could be made at ninty minute intervals. Much of the long "Count-downs" used before the conventional rocket "Take-Off" would not be required with the launching car and space ships. With the rocket take-off it must be "go" once it starts, or disaster follows, but with the launching car a run-stop may be made if a failure is indicated before the lift-off of the space ship.

The Barlow Space Ship may be called a hybrid type of craft, as it is both an aeroplane and a outer space ship. It operates within the atmosphere as a plane, but at altitudes above the stratosphere it operates as a rocket powered space ship.

This dual type of craft is not designed for far out travel in distant space. Its purpose is to ferry supplies from Earth to a space station, about 300 miles above the Earth and then return to its starting point on earth, it may be used to orbit the Earth for extended periods of time with a crew of several men, but its real purpose is the ferry service to the space station. Our planning calls for ferrying up to, and pumping 50 tons of rocket fuels into the storage tanks on the space station. Also other supplies, and the transferring of personnel between Earth and the space station, in addition to the 50 ton fuel cargo, will be accomplished per trip. The space station will have fuel tanks for the storage of several thousands of tons of liquids fuels, and which will be available for the fueling of several space ships on space exploration assignments.

An aeroplane can fly with some greater loading than it can take-off with under its own power along a run-way, and because of that fact we will use a booster car for launching the Barlow Space Ships. This space ship can lift-off the launching car at 400 miles per hour with a total load of over 575 tons and then gain speed as a 30 degree climb on through the stratosphere to the 60,000 feet level. At that level virtually all air drag is eliminated and then the full power of the ship may be used as the sound-barrier is neared and the ship may be accelerated up to 17,500 miles per hour, the orbing speed near the 300 mile altitude level.

The Barlow Space Ship is powered by 12 rocket engines, each with a 800,000 pounds thrust, or a total of 9,600,000 pounds. This is more than twice the total pounds weight of the loaded ship. With that much power the ship could be lifted straight up off the Earth, but the fuel consumption would be several times greater than as will use by the launching car as described. While the space ship is loosed to the launching car on the acceleration run up to 400 miles per hour, its rocket engines are being fed fuel from the fuel tanks aboard the launching car - no fuel is being drawn from the tanks on the space ship at that time. This fact saves as 33 percent of fuel over the straight up lift-off of the conventional rocket means for space launchings, as they burn their fuels in reaching the 400 miles speed.

The large delta wing airfoils of the Barlow Space Ship, at 400 miles per hour, along with the booster lift engines of the ship, will provide a take-off lift of over three times the total weight of the loaded ship, even at the 30 degree angle climb we will require the power of only four of our rocket engines - 800,000 pounds thrust, until we are at an altitude above the earth's heavy atmosphere. As our ship is operating as a plane in the stratosphere we are not required to drive for the super-speeds of conventional rocket take-off, and therefore we have a vast advantage by lesser use of fuels over the regular rocket systems, using the multiple rocket stage methods.

By the conventional rocket systems everything is expended but the final capsule and the men, or men therein. If unmanned explorations of spaces are made, then nothing is returned but radio information. With the Barlow Space operations we will return everything but the rocket fuels used, and some supplies. Our ships may be reused.

The United States taxpayers and voters insist that the present federal administration win the race to the Moon. The Barlow Space Project Plans are available for placing five men on the Moon during 1965, and return them to Earth alive. Cost of establishing the Barlow Space Project in full operative service, not in excess of $500,000,000. Win We Must.

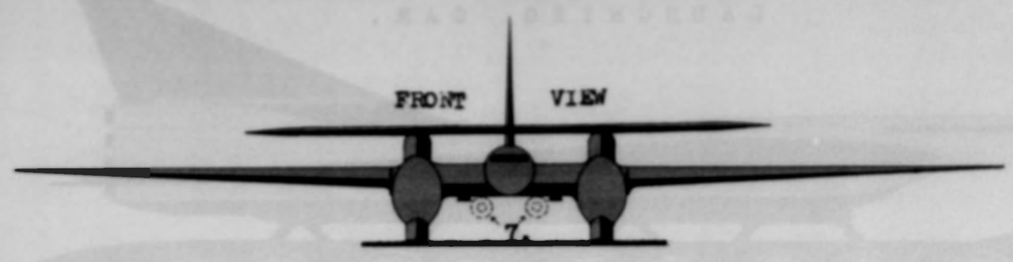
Lester P. Barlow



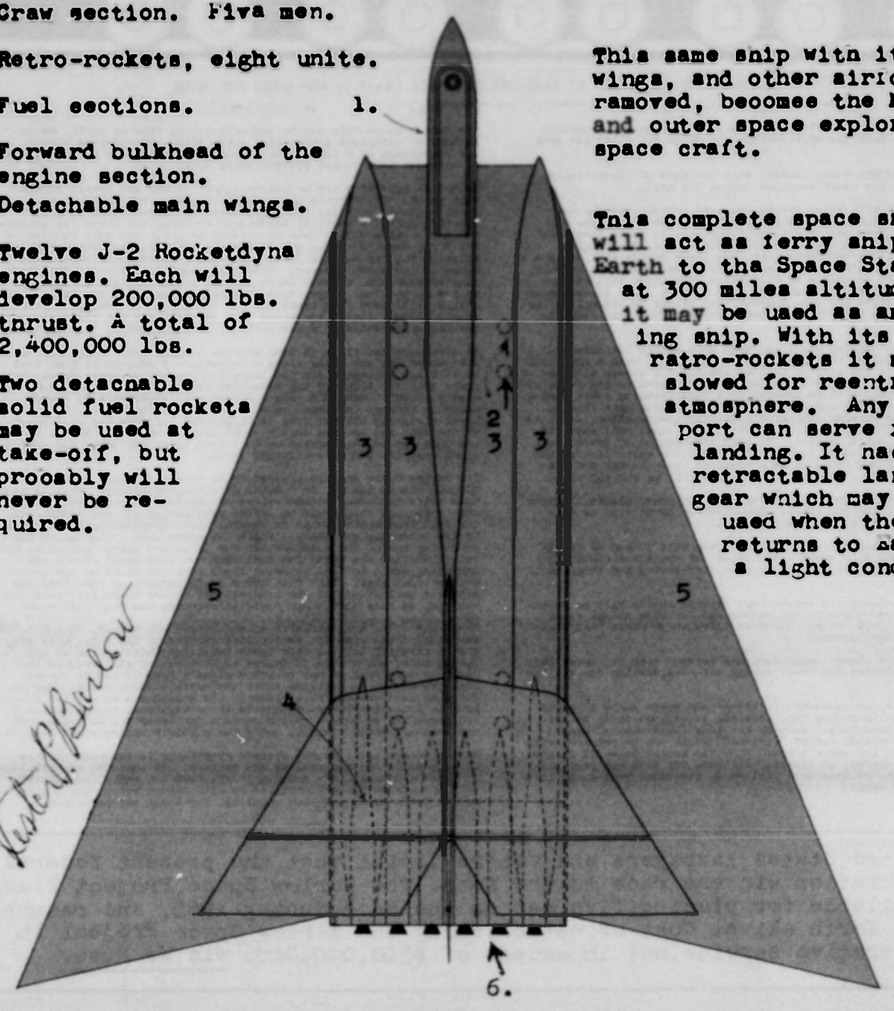
LAUNCHING CAR

(CHART 2)

THE BARLOW SPACE SHIP.



1. Craw section. Five men.
2. Retro-rockets, eight units.
3. Fuel sections.
4. Forward bulkhead of the engine section.
5. Detachable main wings.
6. Twelve J-2 Rocketdyna engines. Each will develop 200,000 lbs. thrust. A total of 2,400,000 lbs.
7. Two detacnable solid fuel rockets may be used at take-off, but prooably will never be required.



This same ship with its wings, and other airfoils removed, becomes the Moon, and outer space exploration space craft.

This complete space ship will act as ferry ship from Earth to the Space Station at 300 miles altitude, or it may be used as an oroing ship. With its eight ratro-rockets it may be slowed for reentry of atmosphere. Any airport can serve for a landing. It has a retractable landing gear which may be used when the ship returns to Earth in a light condition.

Foster P. Barlow

(CHART 5.)

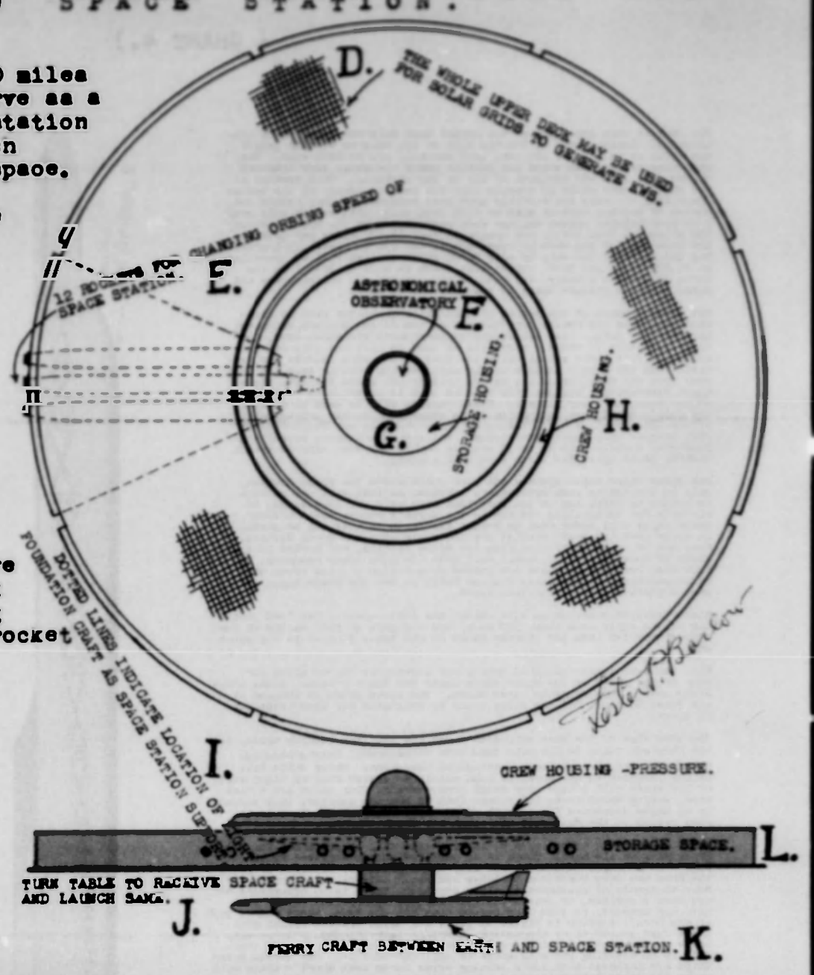
THE BARLOW SPACE STATION.

To be located at 300 miles altitude, and to serve as a fueling and supply station for space ships which will explore outer space.

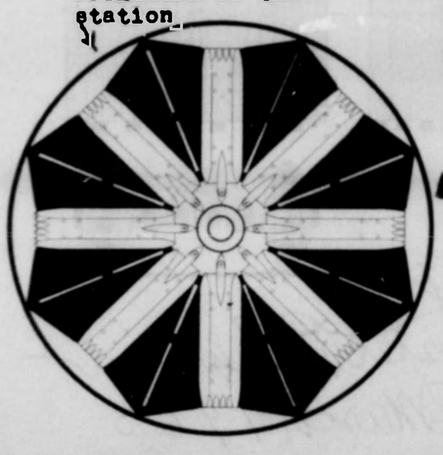
This station will be the starting point for space ships.

This station will be 400 feet in diameter, and will revolve from one to three turns per minute to produce simulated gravity for the benefit of the manned crew on the station.

The station will have 16 main storage tank sections for storing over 4,000 tons of rocket fuels.



Showing how the 8 space ships are used as the main framework of the station.



Twelve of the driving rocket motors will be retained in one of the ship frames so that the space station's orbing speed may be corrected if necessary. Also some of the retro-rocket motors built into the ships frames will be retained for correcting the space station's attitude when it is desired.

THE BARLOW MOON ROCKET SPACE SHIP.

(CHART 4.)

The designs here shown are of the Barlow Moon Ship for outer space exploration. Looking down at the top side of the ship we see the length and width of it. It is 160 feet long overall, and 40 feet wide. The side view of the ship shows the section where the wings were attached before this ship was stripped of all of its airfoils. This version of the Barlow Space ships is exactly like the regular design of the Barlow Space Ship -- only the airfoils have been removed. We may reduce the number of driving rockets when we find from tests that we may only need 2 or four driving rocket engines when operating from the Space Station 500 miles out from Earth, and orbing at near 18,000 miles per hour at the take-off for the Moon or other points far out in space. By increasing the speed of the ship by only 7,000 miles more we will be traveling at 25,000 miles per hour, and at that speed we will be free from the force of Earth's gravity, and then we can cut off all rocket power and coast out into distant space to the Moon, or to Mars.

The small drawing at the bottom of this Chart shows the rear of the Moon ship, and the twelve port nozzels of the rocket engines which act to drive the ship. Also two of the retro-rockets are shown here, and there are eight of these. They will be used to lift the ship off the Moon in a like manner and so relieve the need of the ship towards the eventual from the Moon's surface on the main driving rockets until the ship away from the Moon and on its return trip to the Moon Station. These eight retro-rocket engines will also be used in landing on the Moon, or other planets. These engines will be used to control the ship's speed when correcting it to correspond to the orbing speed of the Moon Station. In taking off from the Moon the retro-rockets will operate only about five seconds, and the main driving rockets then will operate only 25 to 30 seconds before the Moon ship is moving towards Earth under the Earth's pull of gravity.

The space ships which operate out into space above the Moon Station, will be limited to some exploratory service, as they will not be able to return to Earth due to the fact that they will not have wings, or airfoils for controlling recovery to the Earth's atmosphere. However, these ships will never need to return to Earth as they can be carried in space over the Space Station and orb along with the Space Stations. They also be made controlled from the Space Station, and hereby is a group of several as they remain available for more space research. As fast some remain with these are person space ships -- two crews will be accommodated on the Space Station ready to man the space ships for more exploratory trips out into space.

These stripped space ships will retain the full capacity for fuel storage as one built into them, 500 tons, and any part of that amount of fuel may be supplies from the storage tanks on the Space Station to any space ship.

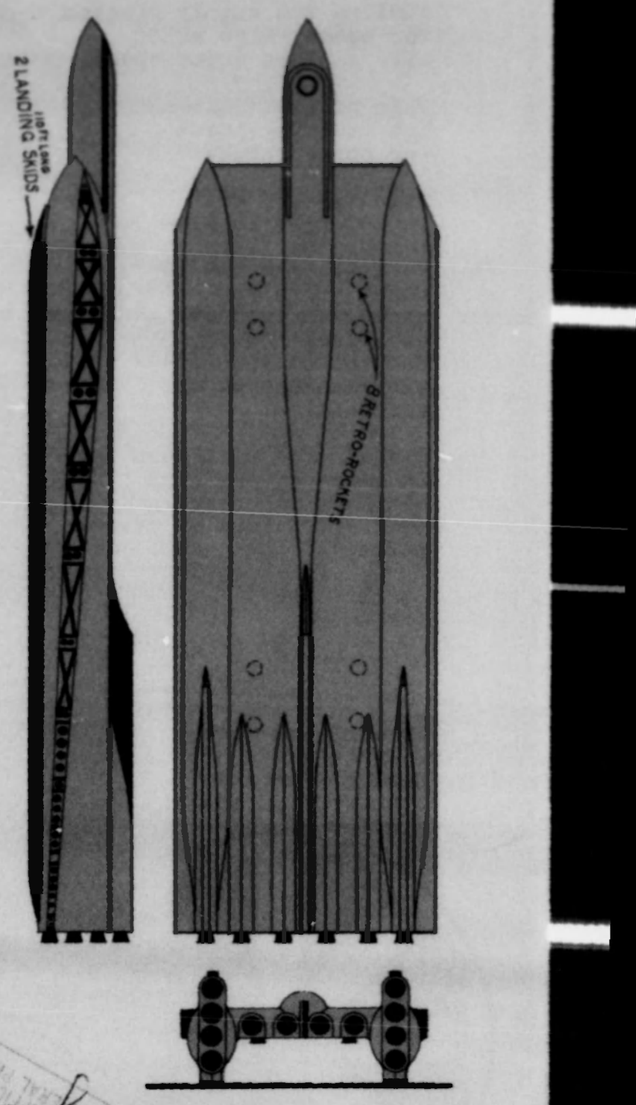
With the fuel tanks full (500 Tons), and already at 18,000 miles per hour orbing speed as the space ships leave the Space Station, these ships should have a long range in outer space. Two crews could be stopped at the Space Station, and the ships would be available for many trips out in space.

The side view of the Moon ship also shows the 110 foot landing skids, and how they are built to the main fuel tank structures. They strengthen the fuel tanks, and the tanks strengthen the skids. These skids will bridge any part on the Moon, or land within a crater full of light dust, or the skids will bridge over rough rock terrain. Our skids are 6 feet wide, having 4x110 feets 880 square feet of bearing surface. This surface is an ample guarantee for support of the space ship at the Moon as the ship weighs on the Moon only one sixth its Earth weight.

We deems that the tripod type of landing gear will be practical for use in landing on the Moon. There is no positive smooth surfaces on the Moon - no runways, just holes one deep light dust. For millions of years the Moon has been bombarded by large and small meteors which strike the Moon at speeds of thousands of miles per hour. There is no atmosphere at the Moon's surface, or near it, to generate heat by friction which would burn the meteors, or slow them before they hit the Moon. Every square yard of the Moon's surface is pitted by large and small craters filled with light dust caused by the meteors terrific impacts. When a space ship lands on the Moon it must be right side up, and stay that way, as there will be no crossing over with cranes to call for service. The Barlow Space Ships are designed with their landing skids forty feet apart - there will be no tip overs during landings. On coming down for a Moon landing, the Barlow Space Ships will retain the Moon's surface speed exactly - there will be no difference of forward, rearward, or side motions. The ship will settle flat to the Moon's surface.

At this date, 1963, all of the United States of America's far out space ships appear to be based on the principles of multiple stage rockets. The present government's efforts to put men on the Moon is by multiple rocket stages - a very vast pencil at the small end of the ship.

The Barlow Space Project (Freedom) is based on stages of operations in space, six far different than the multiple stage rocket method. Here are the stages of the Barlow method: (1) We build up an accelerated speed of 400 miles per hour for our space ship without the use of a pound of the ship's own fuels although our rocket engines are operating at full power during the accelerating run. Two gallons are already flowing from the tanks built into the lumbering car. This saves three and a half percent of the fuel onboard the ship, over the method of the multiple rocket stage is accelerating to 400 miles per hour. (2) The Barlow Space Ship moves out through the heavy atmosphere of the Earth (60,000 feet) at less than 800 miles per hour, and on a 30% climbing angle- these two features still allow for a vast saving of fuels, as we will use only 6 of the 12 rocket engines as we drive up through the 60,000 feet altitude. At 120 miles altitude we are free of all air resistances, and within two minutes we are near the 17,500 miles per hour orbing speed and moving almost parallel to the surface of the Earth and collectless with most of the engines cut off. (3) We arrive at the end of the run in fixed position with the Space Station after the short passage from Earth to the Space Station. (4) We leave the Space Station with a lighter weight Space Ship, but with a full load of 500 tons of fuel, for points in far out space, Moon, etc. (5) We return to the Space Station, and part the Moon Ship in orb as usual of the Space Station. (6) The last stage is the return to Earth by the winged Space Ship.



Lester P. Barlow
March 1963

OEE

IBOFTCENT STL

IBOFTDC WSH
TLX PD WASHINGTON DC NOVEMBER 13, 1963

MR. PETE SAFFO, SECRETARY-TREASURER
TEAMSTERS LOCAL UNION NO. 610

FOLLOWING TELEGRAM RECEIVED: AS YOU REQUESTED AM INFORMING YOU
WARNERS HAS NOT RECEIVED ORDER AS YET. REGARDS. JACKIE BARNETT.

H. J. GIBBONS

IBOFTCENT STL

IBOFTDC WSH

Telex - Pete Saffo

Following telegram received: As you requested am informing you Warners has not received order as yet. Regards. Jackie Barnett.

H. J. Gibbons

RECEIVED
L.O. OF T.
C. W. & M. OF A.
NOV 13 10 44 AM 1963
OFFICE OF
GENERAL PRESIDENT

Telefax

WESTERN UNION

Telefax

LG 139 RB144

WE267 WU UDA092 (L BMA092) PD TDBH WEST HOLLYWOOD CALIF 7

1008A PST HAROLD GIBBONS

TEAMSTERS FAX 25 LOUISIANA AVE WASHDC RTE FAX

AS YOU REQUESTED AM INFORMING YOU WARNERS HAS NOT RECEIVED

ORDER AS YET REGARDS

JACKIE BARNETT M 7 PM 2 22

0).

(1-80)

ADMINISTRATIVE FILE
Barnett, Jackie
X
X

Jackie Barnett Productions, Inc.

March 18, 1963

Dear Harold,

Thank you for the two books. I couldn't quite understand recieving " Hundred Dollar Misunderstanding". However, I opened it to glance thru it and put it down hours later after I had finished it.

I must say it handed me quite a few laughs.

I am currently half-way way thru "One Man's Freedom" and now can understand everything you were saying that night about Mr. Williams.

I hope things are progressing satisfactorily with Durante on your date. While I've spoken to to him often, he has never again mentioned it so I imagine all is well. If you have not as yet contacted him, he is well aware of the commitment!

Hope you are well and that you will call when you get near my neck of the woods.

Sincerely,

Jackie Barnett

ADMINISTRATIVE FILE
Barr, Earl W. Associates
X
X

August 12, 1962

Mr. Earl W. Barr
6011 W. Broad Street
Richmond, Virginia

Dear Mr. Barr:

I am returning the enclosed material as per my promise to you.

Very truly yours,

H. J. Gibbons
Executive Assistant
to the General President

HJG/mc

Enclosure

E. W. BARR & ASSOCIATES

6011 W. BROAD STREET RICHMOND, VIRGINIA • TELEPHONE 288-8888

July 25,1962

Mr. Harold J. Gibbons
Executive Vice President
International Brotherhood of Teamsters
25 Louisiana Avenue N.W.
Washington 1, D.C.

RE: Stardust Motel (and Desert Inn Operating Corp.) Las Vegas, Nevada

Dear Mr Gibbons:

This will confirm our telephone discussion of to-day relative to the above matter.

These good folks are anxious to secure a sale-leaseback of the above company and property for 25 years in the following fashion:

(1) Appraised value of property is $16,000,000 fee simple on land and buildings.

(2) First mortgage on this property of $5,000,000 with a Nevada institution, 20 years at $429,960.00 per year.

(3) Second mortgage on the property of $6,000,000 for 20 years at $460,040.00 per year.

(4) Both of the above mortgages will continue to be paid and guaranteed by the present owners and are self-liquating.

(5) They want $5,000,000 cash to yield 15% net net net or $750,000.00 per year net net net, for 25 years.

(6) The total net rental will be $1,620,000.00 per year for 25 years.

I would deeply appreciate your advise on this one and an expression of interest. Looking forward with deep interest to your reply, I remain sincerely yours ftfmd.

Sincerely yours,

Earl W. Barr

EWB:cb

E. W. BARR & ASSOCIATES

6011 W. BROAD STREET RICHMOND, VIRGINIA · TELEPHONE 282-9260

INTERNATIONAL BROTHERHOOD
OF
TEAMSTERS·CHAUFFEURS·WAREHOUSEMEN & HELPERS
OF AMERICA

AFFILIATED WITH THE AMERICAN FEDERATION OF LABOR

Office of
HARRY A. TEVIS
11th Vice President
701 PLAZA BUILDING
PITTSBURGH 19, PA.
Express 1-3058

ADMINISTRATIVE FILE

April 14, 1955

Mr. Elmer Mohn, Assistant
to the General President
International Brotherhood of Teamsters
100 Indiana Avenue, N. W.
Washington 1, D. C.

Re: William Barr
Local Union No. 110

Dear Sir and Brother:

I referred Mr. Barr's letter to H. D. Lehman, President of Local Union No. 110.

I have enclosed a copy of his reply.

Fraternally yours,

HARRY A. TEVIS
VICE PRESIDENT

HAT:zm
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encl.

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Y

TEAMSTERS LOCAL UNION NO. 110
JOHNSTOWN, PENNA.

April 12, 1955

Mr. Harry A. Tevis, Vice-President
I. B. of T. C. W. & H. of A.
701 Place Building
Pittsburgh 19, Penna.

Sub: Wm. Barr

Dear Sir and Brother:

Referring to your letter date April 6, 1955, Mr. Barr worked for Merchants Wholesale Grocery Co., DuBois, Pa., and was a member of our Local Union from July 1951 to September, 1954.

This man quit paying dues as of September 1954 and we did not hear from him until he had automatically suspended himself for non-payment of dues. Several months later, after he was suspended, he applied for a withdrawal card and was told he would have to reinstate and comply with the Local Union By-laws if he wished to come back into the Union. He refused to do this but he contacted an Alderman and had the Alderman send his check for $1.00 to this Local again requesting a Withdrawal Card. We returned his book and check to the Alderman.

Mr. Barr never contacted any officer of this Local Union about any difficulties he had with the firm as of this date and we knew nothing of it until we received your letter.

All Mr. Barr has to do to get back into the Union is to comply with the Local Union By-Laws and this he was told.

Hoping this complies with your request, I remain,

Fraternally yours,

TEAMSTERS LOCAL UNION NO. 110

s/ H. D. Lehman, President

ADMINISTRATIVE FILE
Barr, William
X
X

April 5, 1955

Mr. Harry Tevis, Vice President
International Brotherhood of Teamsters
536 Fifth Avenue
Pittsburgh, Pa.

Dear Vice President Tevis:

Re: Barr, William
R D # 2
Du Bois, Pa.

The enclosed photostatic copy of letter from the above captioned dated March 28, 1955, is forwarded for your attention and appropriate action.

Fraternally,

RLG:b

Robert L. Graham, Assistant to the General President

FROM THE OFFICE OF
DAVE BECK, GENERAL PRESIDENT
INTERNATIONAL BROTHERHOOD OF TEAMSTERS

Box V.P. Iowa
Con

Route
Dubuque
March 28/1955

Mr. Dave Beck
Gen. Pres.

Dear Sir:

All the years that I have been a Teamster I was always told that when a Teamster was in trouble Dave Beck was the man to turn to. I guess enough ups would apply to me but to fast.

Last August I was laid off I waited for the union to secure my seniority rights but they did not do so I then applied for a withdrawal card. They refused me a card on pretendment for non-payment of dues.

Mr. Beck I am asking you to help me in getting a withdrawal card. Thanking you in advance for any help you can give me I remain.

Yours truly,
William Beer

ADMINISTRATIVE FILE
Barron's

Comeback Road

The Trucking Business Has Left the Recession Behind

By DANA L. THOMAS

IN West Richfield, Ohio, a suburb of Cleveland, Spector Freight System, one of the nation's leading motor carriers, currently is investing more than half a million dollars to build the most advanced garage in the industry. The 26-acre facility will serve as the hub of the company's freight traffic linking the Midwest and the East. Motorized trailer "trains" powered by a single tractor will rumble in from the Ohio Turnpike to be inspected on one of four service ramps equipped to overhaul 150 units of all types a day. Tandem trailer units will be uncoupled, reassembled and sent on their way in less than 20 minutes. Meanwhile, bulky engines will be checked for defects on electric dynamometers which will simulate the bumps and wear of highway driving, eliminating the cost and hazards of actual road testing. The completely fireproof garage is expected to open in time to service the peak volume of fall and winter.

Spector's spanking new facility in a way symbolizes the efforts many leading U.S. truckers are making today in the teeth of tough competition to step up their efficiency and bolster their revenues and earnings. The industry suffered a setback in last year's recession, during which its aggregate profits plummeted by no less than 74%, and one-third of all Class I and Class II carriers either showed no profit or actually dipped into the red. Now, however, it is getting a welcome lift from reviving business activity, which has boosted weekly truckloadings ahead of those of a year ago. Rate increases in recent months also have buoyed the industry's outlook.

The truckers are trying, too, to enlist Congressional aid in their intensifying war against the railroads in a battle of Washington lobbies. At the same time, they are tightening up their own operations, not only by mechanizing terminals but also by acquiring more efficient rolling stock. They are ruthlessly cutting out operations which have proved unprofitable and concentrating on the less-than-truckload shipments which are least vulnerable to railroad competition. All these factors, working in tandem, seem now to have put the industry on the comeback road.

* * *

The 17,000 firms which operate some 850,000 vehicles carrying freight over the highways under ICC rate regulations actually represent only a fraction of the U.S. trucking industry. Five and a half million more trucks are owned by manufacturers, distributors, and retailers who, being unregulated by the ICC, can charge any rates they please. Almost three million more are run by farmers who carry

> "There are really only two things which differentiate one motor common carrier from another . . . its franchise and its management . . . The difference between managements . . . is not so much what resources are available, but rather the degree of efficiency to which these resources are utilized."
>
> *John L. Tormey, Vice President, Roadway Express, Inc.*

ICC-exempt agricultural commodities. The ICC-regulated truckers account for less than 10% of the industry's ton-miles and $6 billion of the estimated $40 billion worth of freight hauled by all modes of transportation.

* * *

According to the latest figures, there are 24 publicly-owned truckers. All but four—Ryder System and McLean (NYSE), Eastern Freights Ways and Cooper-Jarrett (ASE)—are traded over the counter.

The top five firms are Consolidated Freightways of Menlo Park, California (with 1960 revenues of $118.8 million); Roadway Express of Akron, Ohio ($72.2 million); Associated Transport, New York City ($72.4 million); Pacific Intermountain Express, Oakland ($60 million); and Interstate Motor Freight System, Grand Rapids ($52.5 million). Next come such concerns as Denver Chicago Trucking Co., Denver; Ryder System, Miami; Spector Freight System, Chicago; U.S. Truck Lines of Delaware; McLean Trucking Co., Winston-Salem; Yellow Transit Freight Lines, Kansas City, Mo.; Transcon Lines, Los Angeles; Watson Bros. Transportation Co., Omaha; Cooper-Jarrett, Chicago; Yale Express System, New York City; Garrett Freightlines, Pocatello, Idaho; Merchants Fast Motor Lines, Abilene, Texas; Lee Way Motor Freight, Oklahoma City; T.I.M.E. Lubbock, Texas; Buckingham Freight Lines, Rapid City, South Dakota; Eastern Freight Ways, Carlstadt, N. J.; and Overnite Transportation Co., Richmond.

Last year's recession failed throw a lot of these concerns sharply into reverse. The depressed state of the economy not only caused a sharp drop in the industry's earnings, but also uncovered some of the more persistent difficulties which until then it had tried to ignore. It's worth noting that since 1958 even as interstate freight tonnage of the ICC-regulated Class I and Class II carriers has climbed by 14%, aggregate profits have shrunk from $78 million to $67 million. Their earnings in 1960 in fact, were less than those of a single railroad, the Union Pacific.

Time a few companies managed to buck the trend last year. Thus Denver-Chicago increased its profits to $4.71 a share from $3.73 in 1959; Merchants Fast Motor Lines (*Barron's*, Feb. 13, 1961) saw its net climb, for the fourth successive year, from $1.18 a share to $1.49, while Roadway Express increased its earnings for the eighth straight year, to $2.05 a share on combined Class A and common stock. More characteristically, however, Ryder System suffered a drop in net, from $1.49 a share to 24 cents, and Pacific Intermountain Express one from $1.05 a share to 61 cents. Spector reported a deficit of $956,000, compared with earnings of $1.7 million the year before. Consolidated Freightways, biggest of them all, had a loss of $1.07 a share, as against earnings of $1.35 a share in 1959.

Nor was the recession alone to blame for this hard going. "Last year's debacle," confesses one trucking executive, "was due to the inefficient way we've been doing business. We've had it coming to us for years." Indeed, the surface appearance of ever-higher growth in trucking hid here, concealing such unrecognized but cumbersome burdens as wastefulness, lack of efficient cost controls, and a dearth of managerial ability. Many of the industry's top executives, who carried out drastic pruning of their own truck fleets realized into the recession, were caught unprepared by the severity of the slump without financial experience. Misled by steadily rising revenues, they failed to heed the warning flashed by equally soaring costs, which last year amounted to 97.5 cents out of every revenue dollar.

Moreover, several firms have been engaged in helter-skelter expansion. While this practice has built them into nationwide organizations with an impressive number of franchised routes, their growth has rested on a shaky base. The insecurity has been heightened by official policies. When a trucker seeks permission to acquire a line, the ICC grants only temporary approval while it studies the merits of the application. Months and even years may elapse before it finally gives the transaction the green light. Meanwhile, the applicant is unable to consolidate the acquisition, to achieve the hoped-for economies. He must make loan commitments, pay legal fees and auditing expenses in what amounts to a holding action.

* * *

Meanwhile, rising taxes, equipment costs and wages have been squeezing profits inexorably. Wages, for example, have climbed in the past decade from 48 cents to 56 cents of every revenue dollar. Nor is the end in sight, for Teamster Union President Jim Hoffa is negotiating a three-year contract providing for an additional package amounting to 41 cents-an-hour in wage and other benefits. In the realm of taxes the Federal highway

Continued on Page 15

ADMINISTRATIVE FILE
Bartholomew, Harland
Rossiter
Unidentified

September 13, 1955

Mr. Charles F. Clayton, Manager
Southeastern Office
Harland Bartholomew and Associates
317 North 11th Street
St. Louis, Missouri

Dear Mr. Clayton:

I do not know the source of your information as to our developing any property in Florida. This will advise you, however, that we have no such plans at the present time but will keep your letter on file.

Yours very truly,

DB:aw

FROM THE OFFICE OF
DAVE BECK GENERAL PRESIDENT
INTERNATIONAL BROTHERHOOD OF TEAMSTERS

HARLAND BARTHOLOMEW AND ASSOCIATES
CITY PLANNERS · CIVIL ENGINEERS · LANDSCAPE ARCHITECTS
SAINT LOUIS 1, MISSOURI

August 30, 1955

Mr. David Beck
President
International Brotherhood of Teamsters
25 Louisiana Avenue, N. W.
Washington, D. C.

Dear Mr. Beck:

We have been advised that your organization contemplates the development of a large tract of land near Titusville, Florida. We are writing to introduce you to our firm and the services we are prepared to offer in connection with the planning of such a development. A copy of our brochure is enclosed herewith.

If you or a representative of your organization would like to discuss this matter with us, we would be glad to meet you at a mutually convenient time and place.

Sincerely yours,

Charles P. Clayton

Charles P. Clayton
Manager
Southeastern Office

CPC/ar
Enclosure
Sent to library
9-14-55

Bartholomew Rayne
Davidson Transfer
Storage Company

1964

YORK PA.

The evidence I am about to present will prove the company and Mr. Robert A. Jackson Their acting manager, guilty of presenting false charges, and evidence under oath. Mr. Jackson being terminal manager was responsible for Davidson York activities,to present truthful legitimate charges against me, to the Unemployment Bureau Office, because Mr. Jackson was the other person involved.

Item # 13 of the States evidence presented under oath is false, Parts of it appear in the record, Page #4 of the second hearing I am charged with being absent from work. Item 13 shows 20 days absent from work in 1960 13 of these days are Saturdays And Sundays, 14 days I have a time record,proof That I worked. Total 27 Out of 20 days, One day unaccounted for.

Item # 2 Phoney charges on sheet #1 June 30, 1960 Accused of leaving 25 Cartons on 103 Lot at New cumberland Depot Time record shows I was in Red Lion Pa. on that day.YY
Item #13 of sheet #2 June 30, 1960 I am charged with being absent from work,

Item # 10 Page #2 Aug. 13,1960 Phoney charge, accused of leaving B/L at Doubleday & Co. Aug. 13, 1960 is on Saturday, We work a 40 Hr. Week Monday thru Friday, Not on Saturday or Sunday.

Quote from the record, On page #4 of #2 Hearing,(Mr. Tull to Mr. Mitchell the regular terminal Mgr.) Can you account for the fact that Mr. Jackson had produced at a prior hearing this Memo, indicating 4 days off in June 6 days off in July 1960) At this point Mr. Mitchell under oath said in front of newspaper reporter that Mr. Jackson was being Over Zealous in his offord to get evidence to have me discharged,.

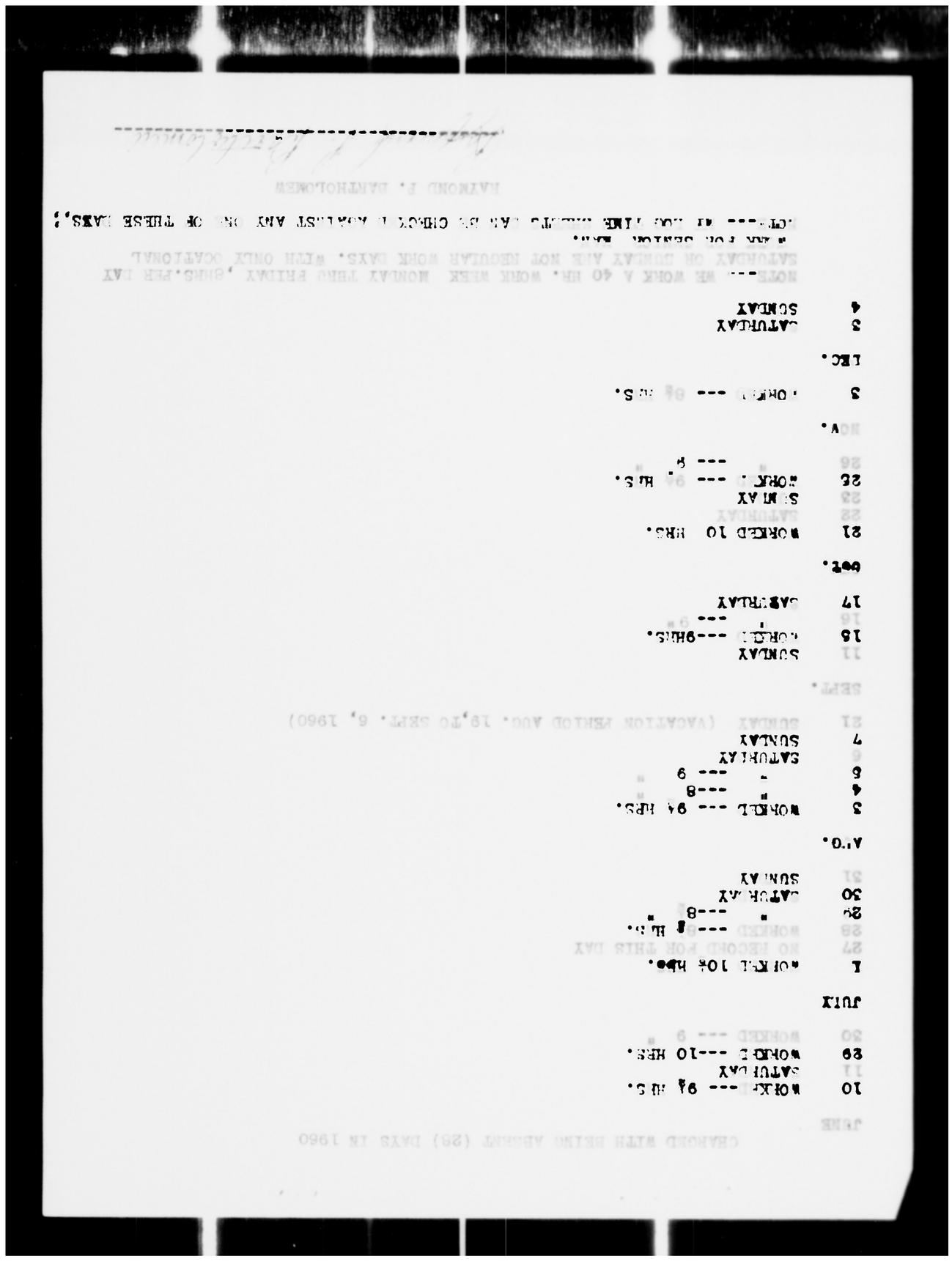
And so the evidence of pages 1 & 2 Item 13 of the States Evidence against me, presented by Davidson Transfer & Storage Co. Per Mr. Jackson their repersenative, proves they have comitted perjury,. Any clear thinking Impartial person can see what Davidson is trying to do to me.
And so gentleman could you beleive the balance of their charges are true.YY

My experiance as Manager of a place of Business prior to working for Davidson, showed me that respect must be earned, Not by Abuse Foul language, or Kicking At one,that solves nothing.

NOTE:

Bartholomew

INJURED ON JOB JULY 24,1958 CO. REFUSED TO REPORT INJURY TO INS. CO. I WAS FORCED TO REPORT IT TO DEPT. LABOR & INDUSTRY HSB. PA.



C O P Y

POINTS OF [illegible] IN INCOMPETENCE OF DRIVER BARTHOLOMEW

1. JANUARY 26, 1960— MR. SURVIS OF CAT. CALLED ABOUT DRIVER BARTHOLOMEW HAVING ARGUMENT WITH JOCKY AND M/P/X driver, STATING THIS IS THE THIRD TIME DRIVER BARTHOLOMEW HAS HAD TROUBLE AT CAT. DRIVER BARTHOLOMEW WAS THE CAUSE OF HAVING MR. SURVIS WRITE LETTERS TO MUCH CARRIER ABOUT CHECKING WITH LOADING CREW BEFOREH HITTING TRAILOR. HAD TROUBLE WITH JOCKY NOT WANT UP BECAUSE JOCKEY HAD TRAILERS PARKED ABOUT TRAILORS BEING TOO CLOSE. PULLED OUT TRAILOR WITH LOAD, BROKE LANDING WHEELS, SAYING HE COULD TOO CLOSE. WALKED OUT OF TRAILER AND SMASHED A LIGHT. DROPPED TRAILER AT YORKTOWN WITH A BALTIMORE DIESEL TRACTOR AND ON RETURN COULD NOT GET TRACTOR IN CERTAIN GEARS. FAILED TO OPEN DOORS BEFORE DROPPING TRAILER AT YORKTOWN, HAD TO RETURN TO YORKTOWN, PULL OUT TRAILER , OPEN DOORS AND DROP AT PLATFORM.

2. JUNE 30, 1960 MADE PICKUP AT NEW CUMBERLAND DEPOT, LEFT 55PIECES LAY ON IC3 LOT, WHICH HE SIGNED FOR.

3. JULY 22, 1960 FORGOT TO LOAD 2 CARTONS AT DOUBLEDAY, HAD TO BE PICKED UP SAT. AND DELIVERED ON SUN.

4. OCTOBER 19,1960 LOST 5 CARTONS OFF TRAILOR 1106 FROM YORKTOWN GROCERY TO TERMINAL. THEY WERE FOUND BY YORK TRANSFER DRIVER WHO CALLED CONSIGNE ABOUT HAVING PICKED UP HIS FREIGHT. FOLLOWING DAY, ON THE SAME TRAILER, DELIVERED FREIGHT TO YORKTOWN WHICH BELONGED TO SNYDERS OF HANOVER.

5. NOVEMBER 9, 1960 PULLED OUT TRAILOR AT CAT. LOST TWO CRATES, HAD TO BE RELOADED.

6. May 6, 1960 FRONT TIRE WENT FLAT AT NASHVILLE, WHEN SERVICEMAN ARRIVED TO REPAIR SAME, TOLD THE SERVICEMAN TO GET BACK TO TERMINAL.. HE WAS IN NO HURRY

7. May 23, 1960 OPENED DOOR OF TRAILER ON STREET WHEN BACKING DOWN INCLINE TO PLATFORM, A BALE FELL OUT IN THE MUD, AND HAD TO PAY FOR WASHING SAME. SHOULD HAVE BACKED INTO PLATFORM AND SHOULD HAVE LEFT SPACE FOR OPENING DOORS.

8. MARCH 3, 1960 UNLOADED 45 CARTONS OF WIRE CLOTH AT NEW YORK WIRE AND SIGNED FOR 55. IF NEW YORK WIRE CLOTH HAD NOT BEEN HONEST, WOULD HAVE COST [illegible] $600 for shortage. B/L SHOWED 55 CARTONS.

C
O
P
Y

C O P Y

9. DECEMBER 27, 1961 - FAILED TO PUT BLOCKS IN FRONT OF TRAILER WHEELS AT LYON MESA AND HE DROPPED THE TRAILER. THE TRAILER MOVED THERE FEET FROM THE DOCK WITH LIFT TRUCK ON THE TRAILER. HAD TO RETURN TO LYON TO PUT TRAILER IN THE DOCK, SO THAY COULD GET THE LIFT TRUCK OFF AND PROCEED WITH LOADING.

10. AUGUST 18,1960 FORCED S/L AT DOUBLEDAY.

11. LOST TIME -

1. OCTOBER 21, 1960 - CALLED IN AT 7;12 would not be in,sick
OCTOBER 22, 1960 - DID NOT CALL OR SHOW
OCTOBER 23, 1960 - DID NOT CALL OR SHOW TRIED TO CALL HIM, NO ANSWER.

OCTOBER 24, 1960 - did not call or show called him at home, said he would be in TUESDAY

SEPTEMBER 15, 1960- REPORTED AT 6:42 A.M..SICK STOMACH
SEPTEMBER 16, 1960- FAILED TO CALL OR SHOW.

12. HAS HAD SEVENTEEN ACCIDENTS IN A LIKE NUMBER OF YEARS. SOME OF THEM COSTING CONSIDERABLE AMOUNT OF MONEY.

13. ATTENDANCE RECORD FOR 1960-

1. JUNE OFF WORK D 10, 11, 29, 30
JULY " " 1, 27, 28, 29, 30, 31
AUG. " " 3, 4, 8, 5, 7, 31
SEPT. " " 11, 13, 16, 17
OCT. " " 21, 22, 23, 24,
NOV. " " 3
DEC. " " 3, 4

C O P Y

#3

York Pa.

Grievance Report and charges against Davidson Co.

Friday July 24, 1959

Gentlemen;

At apprax. 4:30 P. M. while pulling tarp. on trailor at caterpillar tractor co. the cross bows on top of trailer that holds up tarp were rotten, we the drivers have to walk on cross bows to pull tarp. on or off, while walking on the bows they twisted under me, throwing me of balemce, and twisting my shoulder, I was unable to lift arm shoulder high . I reported inoident to G. Mitchell Terminal Mgr. on friday, July 24th. also to Oscar Davidson on Tuesday July 28th. 1959
I was still off work on Aug. 5th. while at Dr. Reeds Office I was asked by Dr. Reede Nurse to whom to send bill [illegible]. to Davidson or Compensation Insurance., she called Davidson Transfer Co. and was told to send bill to me, at 940 N. Market St. When told of this, I called the Dept. Of Labor & Industry and reported it to Mr. Naylor.

I had turned in a grievance report to the Union against the Co. & Mr. Mitchell for using bad equipment, and not reporting my injury to the workmens compensation board, Insurance co.
Mr. Mitchell at that time was so mad at me for turning him in to the Dept. of Labor & Industry that he told the union officials he did not want me to return to work, The union Officials told him that he did not have any grounds for discharging me.

Mr. Mitchell continued to pick on me from that date until April 4th. 1961 He had Mr. Jackson Pick on me, also follow me for 1½ Years trying to find some reason to discharge me.

Davidson Transfer Co. Per Mr. George Mitchell Are continuoing to have me black balled. In their efforts to get rid of me. now they are colicieting the State Dept. of employment security's aid, to have me discharged by offering untruthful statements, and false, or phoney evidence.

Raymond P. Bartholomew

THIS STATEMENT IS ACCURATE
AND COMPLETELY TRUE.

RAYMOND P. BARTHOLOMEW

Raymond P. Bartholomew

THE DAVIDSON TRANSFER & STORAGE CO.

INTER-OFFICE CORRESPONDENCE

TO _____ FROM _____

RE _____ DATE _____

SUBJECT:- _____ IN REPLY REFER TO FILE No. _____

TO WHOM IT MAY CONCERN

We, the undersigned, employees of The Davidson Transfer & Storage Co., at 402 W. Queen St., York Pa. resolve as follows.

We no longer wish to be, in any way, associated with one, Raymond Bartholomew who has made a practice of agitating arguments and causing unrest.

We also feel he is not capable of performing his assigned duties and therefor it falls on us to take up the slack.

Charles Eisenhour

Walter Urey

Leonard Smith

ADMINISTRATIVE FILE

Bartlett, James

X

Teamsters, Chauffeurs, Warehousemen & Helpers Local Union No. 560

Affiliated with the International Brotherhood of Teamsters, Chauffeurs, Warehousemen & Helpers of America, A. F. of L.

69 JEFFERSON STREET, HOBOKEN, N. J.

Telephone: HOboken 3-6735

JOHN J. CONLIN
SECRETARY-TREASURER

July 12, 1954

Mr. Einar O. Mohn Asst. to the General President
International Brotherhood of Teamsters
1[illegible]-Indiana Ave. N. W.
Washington 1, D. C.

Dear Sir & Brother:

In answer to your letter concerning the case of James Barteltt, dated July 2, 1954, I have gone into this matter fully and I also sent for this man to come to my office so that I could hear his side of the story, so on July 9th, 1954 I went all through his complaint about his vacation back in 1951. I find on our records that this man has not been a member since December 1950. He went to the Hospital for three (3) months and received Hospital expenses for the time he was laid up, under the contract existing at that time he was not entitled to any vacation. I am enclosing a letter from his Employer giving their position on this case.

As far as we are concerned in this matter we will forget all about it and Mr. James Bartlett agrees to same.

With best regards, I am,

Fraternally yours
John J. Conlin
John J. Conlin
Vice President.

JJC/md

TELEPHONE STILLWELL 4-0500

CABLE ADDRESS: WASHINE

WASHINE-NATIONAL-SANDS

INCORPORATED

Manufacturing Chemists

37-02 NORTHERN BOULEVARD

LONG ISLAND CITY 1, N. Y.

July 7, 1954

Mr. John J. Conlin
c/o Local #560, A.F.L.
69 Jefferson Street
Hoboken, New Jersey

Dear Mr. Conlin:

Confirming the advice given you by our Mr. John J. Blauth respecting a vacation "owed" to Mr. J. Bartlett, a former employee, please be advised that the reason Mr. Bartlett received no vacation during the summer of 1951 was that he was not in our employ at the time his vacation was due.

Under our Collective Bargaining Agreement, then in effect, he was not entitled to such benefits.

Very truly yours,

WASHINE NATIONAL SANDS, INC.

Samuel Loewenstein
Controller

SL/lj

ADMINISTRATIVE FILE
Bartlett, James
X
X

July 2, 1954

Mr. John J. Conlin, Vice President
International Brotherhood of Teamsters
69 Jefferson Street
Hoboken, New Jersey

In re: James Bartlett
Newark, New Jersey

Dear Vice President Conlin:

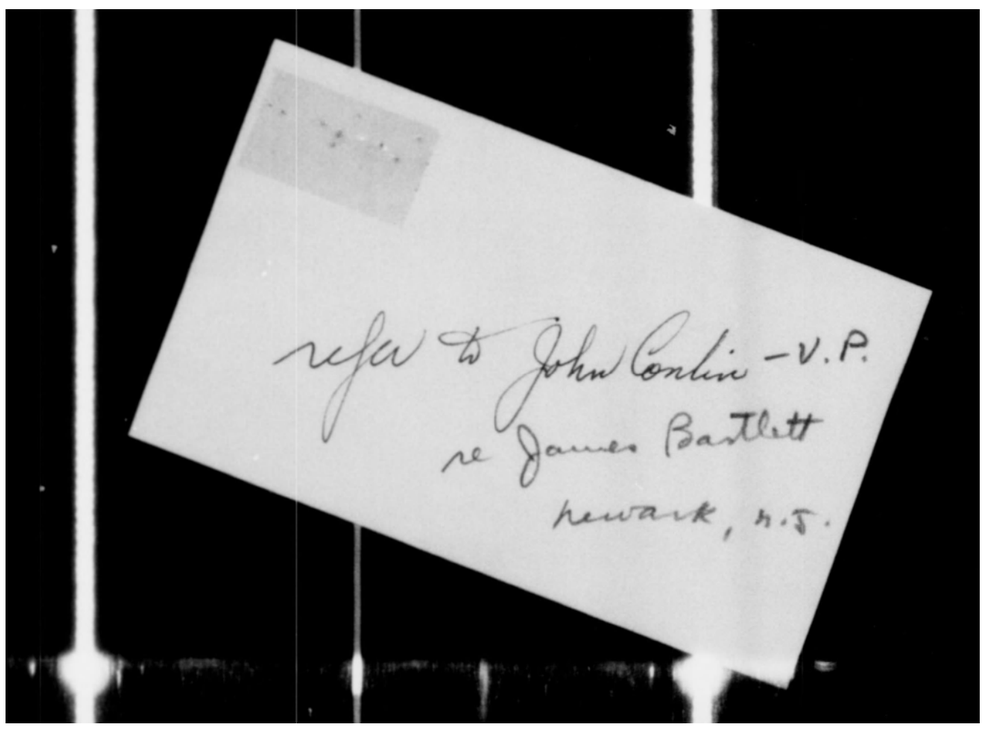
The attached photostat of letter received in this office is being forwarded to you for attention and appropriate action. Kindly furnish this office with a copy of your reply to the above captioned.

Fraternally yours,

EOM:ceb
Enc.

Einar O. Mohn, Assistant
to the General President

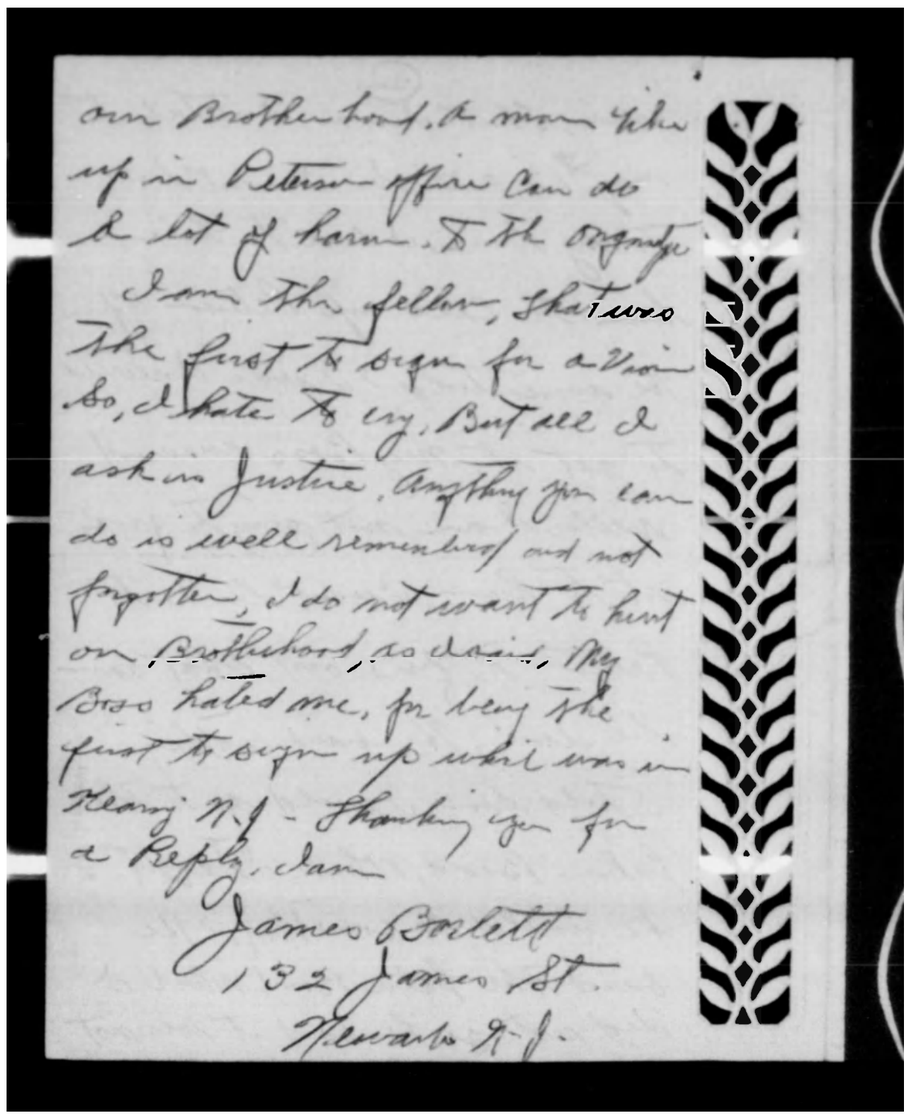
FROM THE OFFICE OF
DAVE BECK, GENERAL PRESIDENT
INTERNATIONAL BROTHERHOOD OF TEAMSTERS


refer to John Conlin - V.P.
re James Bartlett
Newark, N.J.

June 30/54

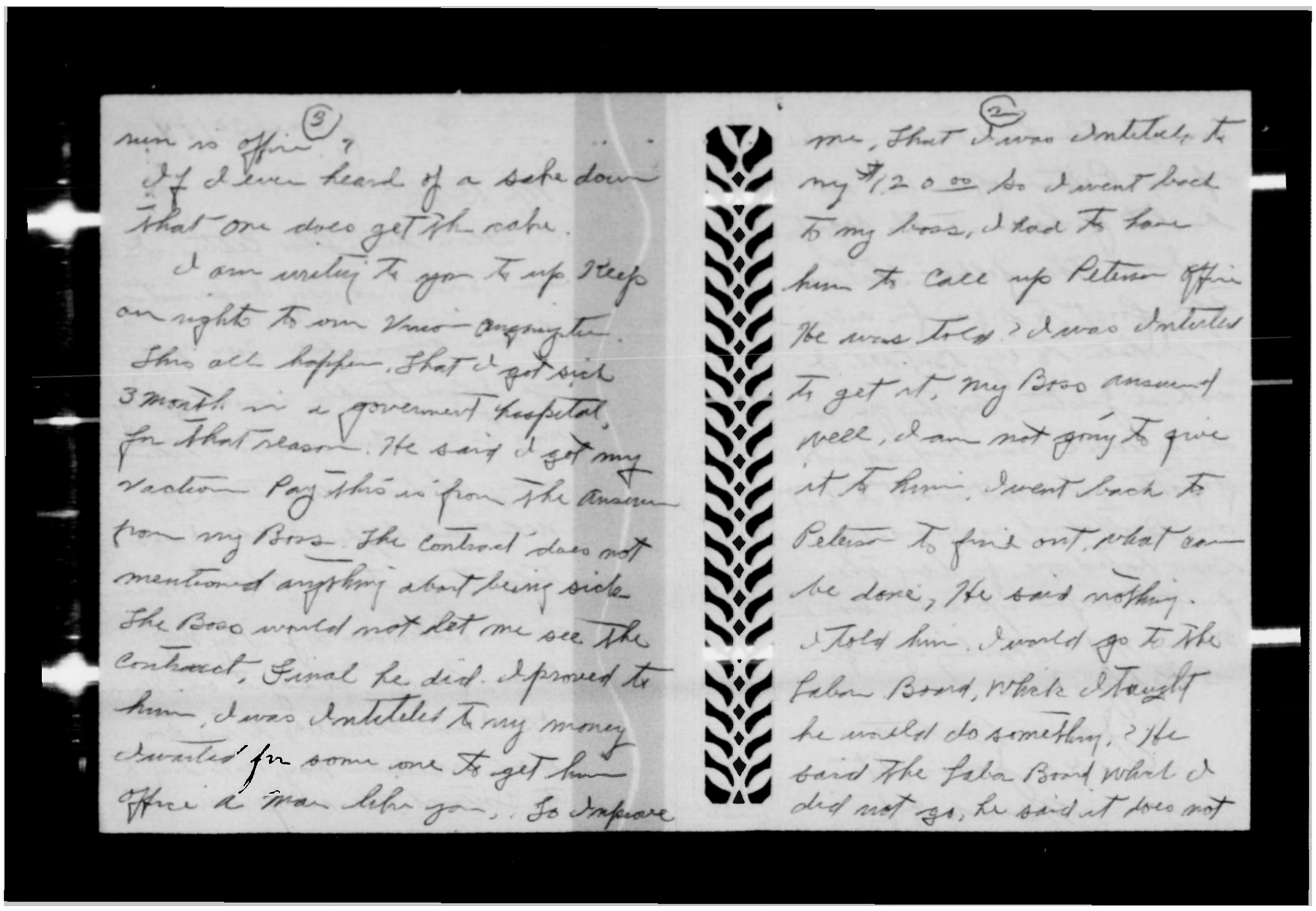
Mr Beck

Dear Sir This letter I am writing is very important to our organization. Two yrs ago, I had trouble, about getting my $1.20 00 Two weeks Vacation money That is due to me, What did happen? Wks I was told to go to our Hospital school. as in Peterson N.J. By my Boss. for me to say to our Union If I was entitled to my two weeks Vacation Pay, according to the contract. He ad proven to



our Brotherhood. A man like
us in Peterson office can do
a lot of harm. To the Organize
I am the fellow, That was
the first to sign for a Union
So, I hate to cry, But all I
ask is Justice. Anything you can
do is well remembered and not
forgotten, I do not want to hunt
on Brotherhood, as dain, My
Boss hated me, for being the
first to sign up what was in
Kearny N.J - Thanking you for
a Reply. dan

James Corbett
132 James St.
Newark N.J.



(2)

me, That I was entitle to my $1200.00 so I went back to my boss, I had to have him to call up Peterson Office He was told I was entitles to get it, my Boss answered well, I am not going to give it to him, I went back to Peterson to find out, what can be done, He said nothing. I told him, I would go to the Labor Board, Which I taught he would do something, He said the Labor Board which I did not go, he said it does not

(3)

sun is Office?
If I ever heard of a take down that one does get the cake.
I am writing to you to up Keep on right to our Union Organizer.
This all happen, That I got sick 3 month in a goverment hospital, for that reason. He said I get my Vacation Pay this is from the answer from my Boss. The Contract does not mentioned anything about being sick. The Boss would not let me see the Contract, Final he did. I proved to him, I was entitled to my money I waited for some one to get him Office a man like you. To Improve

ADMINISTRATIVE FILE ✓
CF
Bartling, Mobus
Trans-World Insurance Brokers

Trans-World
Insurance Brokers

9460 WILSHIRE BLVD. SUITE 620
BEVERLY HILLS, CALIFORNIA
678-8151 789-4706
CABLE ADDRESS TRANSBROK

OAKLAND OFFICE
P.O. BOX 2352 AIRPORT STATION
OAKLAND 14 CALIFORNIA
PHONE HAYWARD, CALIF. 782-4555

October 3, 1963

Mr. James R. Hoffa
International Brotharhood of Teamsters Union
Washington, D. C.

Dear Mr. Hoffa:

I hope that you will ramember me during our various telephone conversationa whan I was working on the placement of the faithful performance bond for tha Teamstars Union early this year. I have ainoo ralocated to tha Los Angeles area and have affiliated myself with Trans-World Insurance Brokers, a fine Agency in the Beverly Hills area.

I do not know the situation with regard to your various interests in the Southern Californie area, however I did want to make known to you my desirs to be of any help to you in this area. I believe that Allan can confirm my abilitias in the insuranee business as we worked together on several projects involving the insuranee of various firms in the Midwest. In addition I have had a broad financial background, a resume of which is available at any time you might desire. I do not know if there is any way that I can be of help to yourself or your union, but I thougnt an explanatory letter might be beneficial.

I am in tha Kaat approximataly three times a year, and I know you ara frequently in the Los Angeles area. If you would have any interaat in pursuing this further, please let me know so that we may aat up a tentative appointment.

Sincaroly,

TRANS-WORLD INSURANCE BROKERS

Mobus Bartling

Mobus Bartling

MB/ms

ADMINISTRATIVE FILE

Barton, Mildred

October 7, 1958

Mr. John Nabor
Local Union No. 688
1641 South Kingshighway
St. Louis, Missouri

Dear Sir and Brother:

The attached memo is self-explanatory. I would suggest that we have someone present at this meeting.

Fraternally yours,

H. J. Gibbons
Executive Assistant to
the General President

HJG/elb
Encl

P.S. Also enclosed is copy of a letter dated September 22nd from Mrs. Mildred Barton. Will you see if there is anything that can be done for this woman?

H.J.G.

ADMINISTRATIVE FILE
X
X

October 7, 1958

Mrs. Mildred Barton
3699 C Olive Street
St. Louis 8, Missouri

Dear Mrs. Barton:

Your communication of September 22nd has been received and I have asked my assistant, John Mabor, if he will make an effort to find work for your brother. You will hear from him direct.

Yours very truly,

H. J. Gibbons
Executive Assistant to
the General President

HJG/alb

Sept. 22, 1958

Mr. Harold J. Gibbons
1641 So. Kingshighway Blvd.
St. Louis, Mo.

Dear Mr. Gibbons,

I hope you won't think I am being presumptuous in writing to you but I know you are a good man and have done a lot for the members of your union.

I have a brother who has been out of work for a year and can find nothing because of his age (52) and because he has no trade. He worked for several years in Kansas City, Mo. as a laborer but he says it was a local union. I haven't much knowledge of unions but it does seem like he could get a job as a laborer here as he is a good, willing worker and would work hard in any job he would have.

My mother is 83 years old and she is now at Mo. Baptist Hospital recovering from a severe heart attack. A lot of her worry is about my brother and what is to become of him. We have been paying his room rent and have fed him all this time and we are at the end of our resources. But we didn't want him to go humgry and have to end up on "skid row". We have impoverished ourselves helping him. I have no insurance on my mother and I am to undergo surgery as soon as she is out of danger.

My brother just has to have a job. He is willing to work for just enough to live on. I know it seems strange to you that I would bother you with this but I have tried every source I know of to get him a job. It seems like people just don't care about their fellow man any more.

I saw you on television the other day and you looked like such a kind, understanding man. I have heard it said that you are a highly intelligent man and I just felt like if I appealed to you, you would help my brother, if only for the sake of a little old lady who doesn't have much longer to live and who is worrying her life away wondering what is to become of her boy.

I understand there is to be quite a bit of building in St. Louis in the near future. Couldn't something be found for my brother to do? We are desperate.

Hoping to hear from you and hoping you will find it in your heart to help us, I am,

Sincerely,

(Mrs.) Mildred Barton

Mrs. Mildred Barton
3699 C Olive St.
St. Louis 8, Mo.

ADMINISTRATIVE FILE
Barton, William N.
X

WE MOVE ANYTHING — ERECTING — HEAVY LIFT SERVICE

Wm. N. BARTON

GENERAL TRANSPORTATION
1718 N. KENT ST.
ARLINGTON, VIRGINIA

JACKSON 2-3510 JAckson 7-1000

LONG DISTANCE HEAVY HAULING — RIGGING — CAR UNLOADING

LOCOMOTIVE-CRANE SERVICE FOR UNLOADING HEAVY FREIGHT

January 6, 1960

Mr.James R. Hoffa, General President
International Brotherhood of Teamsters
Chauffeurs, Warehousemen & Helpers
Washington 1, D. C.

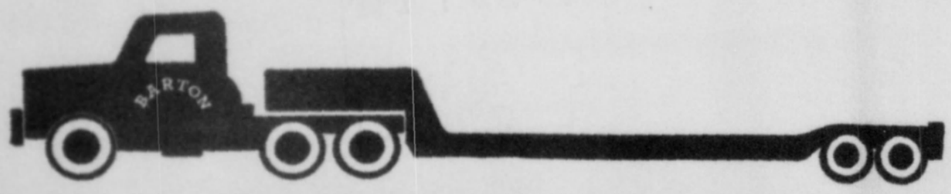
Dear Mr. Hoffa:

This is to confirm my appointment with you for 14th January, 1960 at 3:00 in the afternoon as suggested by Mr. Gibbons your Executive Assistant in his letter of December 31, 1959.

Sincerely yours,

William N. Barton

epg



ADMINISTRATIVE FILE
Barton, William N.
X
X

December 31, 1959

Mr. William N. Barton
1718 Kent Street
Arliogtoo, Virginia

Dear Mr. Barton:

Your suggestion of visiting with President Hoffa on January 12th or 14th is in order.

I would suggest that the time be at 3:00 in the afternoon of the 14th.

Very truly yours,

H. J. Gibbons,
Executive Assistant to the
General President

HJG/js

WE MOVE ANYTHING — ERECTING — 24 HOUR SERVICE

Wm. N. BARTON

GENERAL TRANSPORTATION
1718 N. KENT ST
ARLINGTON, VIRGINIA

JAckson 2-3510 JAckson 7-1496

LONG DISTANCE, HEAVY HAULING RIGGING CAR UNLOADING

LOCOMOTIVE-CRANE SERVICE FOR UNLOADING HEAVY FREIGHT

December 23, 1959

International Brotherhood of Teamsters
Chauffeurs - Warehousemen & Helpers
of America
Washington 1, D. C.

Attention: Mr. H. J. Gibbons
Executive Assistant to
The General President

Dear Mr. Gibbons:

I have your letter of December 13, 1959. It is my desire to see President Hoffa concerning the matter of my telegram of the 9th, however, I shall be out of the city from December 27 to January 2.

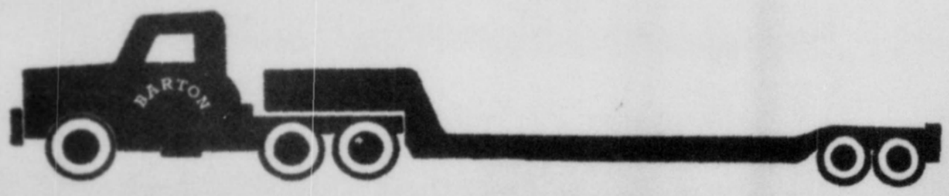
Would it be possible for President Hoffa to see me on January 12 or January 14, 1960 at a time convenient to him.

With my very best wishes for the Holiday Seasons, I am

Sincerely yours,

Wm. N. Barton

epg



ADMINISTRATIVE FILE

Barton, William N.

X

X

December 13, 1959

Mr. Wm. N. Barton
1718 North Kent Street
Arlington, Virginia

Dear Sir:

We are in receipt of your telegram of the 9th. It will be brought to President Hoffa's attention upon his return to this City.

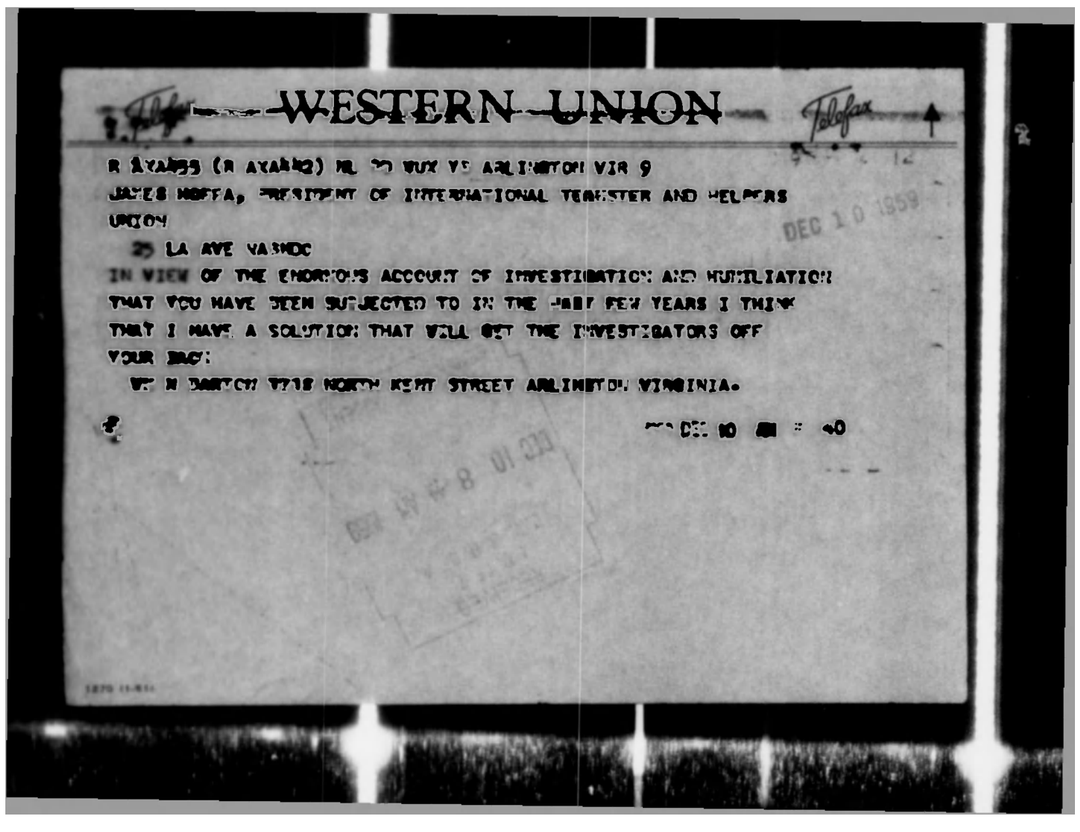
In the event you are interested in discussing this with President Hoffa, I would suggest that you get in touch with the undersigned sometime during the week of the 21st.

With best wishes, I am

Sincerely,

H. J. Gibbons
Executive Assistant to
the General President

HJG/mr



WESTERN UNION

Telefax

R AYA033 (R AYA042) NL PD WUX VS ARLINGTON VIR 9

JAMES HOFFA, PRESIDENT OF INTERNATIONAL TEAMSTER AND HELPERS UNION

25 LA AVE WASHDC

IN VIEW OF THE ENORMOUS ACCOUNT OF INVESTIGATION AND HUMILIATION THAT YOU HAVE BEEN SUBJECTED TO IN THE PAST FEW YEARS I THINK THAT I HAVE A SOLUTION THAT WILL GET THE INVESTIGATORS OFF YOUR BACK:

WE N DARTCH 9718 NORTH KENT STREET ARLINGTON VIRGINIA.

DEC 10 [illegible] = 40

DEC 10 1959

ADMINISTRATIVE FILE

Bassett Davies & Roberts

X

BASSETT, DAVIES & ROBERTS
ATTORNEYS AT LAW
811 ALASKA BUILDING
SECOND AND CHERRY
SEATTLE 4
MAIN 3-1844

SAMUEL B BASSETT
GEORGE H DAVIES
WILLIAM A ROBERTS
RICHARD P DONALDSON
STEPHEN V CAREY

GEORGE F VANDERVEER
1942

JOHN GEISNESS
1956

March 14, 1962

Mr. Florian Bartosic
25 Louisiana Avenue
Washington, D. C.

Dear Bart:

Will you please forward to us four copies of the current Teamster Roster Book.

As of the date of the writing of this letter, the plaintiffs in the matter of Clapp vs. IBT have not effected service upon a representative of the International Union. We were advised by telephone yesterday that the plaintiffs will contend that the local union is an agent of the International Union for purposes of service of process.

Very truly yours,

BASSETT, DAVIES, ROBERTS & DONALDSON

By Hugh Hafer
Hugh Hafer

HH:bfm

Request sent to Bob Downing 3/15/62

44

ADMINISTRATIVE FILE
Basyl, A. L.
X
X

February 26, 1959

Mr. A. L. Baeyl
324 Blendin Street
Fort Worth 11, Texas

Deer Mr. Baeyl:

I beve read your comeunication of February 21st eed whilm you beve my wholehearted eympathy, I regret thet there ie nothing thie office can do for you at thie time.

Very truly youre,

James R. Hoffa
General President

JMH/elb
JK

February 26, 1959

Mr. A. L. Basyl
324 Blandin Street
Fort Worth 11, Texas

Dear Mr. Basyl:

I have read your communication of February 21st and while you have my wholehaartad aympathy, I regret that there is nothing this office can do for you at this time.

Very truly yours,

James R. Hoffa
General President

JRH/alb
JK

Ft Worth Texas
Feb 21-1959-

Mr Jimmie Hoffa:-

greetings.

I think this investigating committee in Washington is a phony. I could tell you plenty- but please use plenty of discretion-

There is something else I would like to say.

my wife- annaBelle Basye- worked for years and paid on unemployment insurance and on social security -(social security no 466-30-0156) she had a major operation and Dr Charles Terrell in Medical arts Bldg- Ft Worth Texas- said, I am going to turn you in on report as total Disabled.

she put in for social security payments at Ft Worth office and they waited 6 months and did not say a thing and then wrote a letter saying she was not disabled enough-

...my wife is not able to work a job and all the income I have is a Disabled World War I pension of $78.75 a month.

I can not understand why after she paid unemployment insurance for years- (which I have the form W. 2 - to show as a receipt) and this social security disability law was passed- why she cannot get anything at all.

I also worked as a Telegraph Operator on the Railroads from 1916 to 1931 and held my seniority until Sept 1936 and I am unable to get anything from the Railroad Retirement Board.

I wrote this investigating outfit at Washington about something else — (nothing concerning the teamsters) and got the usual Runaround and stalling.

Yours truly
A. L. Bagyi
324 Blandin St, Ft Worth 11 - Texas
Phone TE-8-9748

ADMINISTRATIVE FILE C&F
Bates, Robert F.
X
X

September 27, 1963

Mr. Robert F. Bates
100 Lincolnshire Road
Gahanna, Ohio

Dear Sir and Brother:

I hava your very kind note of September 25th, and I want you to know that I greatly appreciate your writing.

Fraternally yours,

James R. Hoffa
General President

JRH:ja
JH

From: Robert T. Bates
100 Lincolnshire Road.
Gahanna Ohio

Mr. Hoffa

You do not know me - I am not a member of your Union, nor am I in any union at the present time. (I am now in management.)

I want you to know that I admire you and feel you to be a very strong individual who defends his convictions. Talk about "Profiles in Courage"; Yours has been a great one.

I know that you have made mistakes, but then as they say; "behold the turtle, he makes progress only when sticking his neck out."

In closing I just want to say, thank you for being courageous in the face of disasterous odds. This country has a vicious way of recognizing truth and often denies it with pain and anguish, especially, where huge monied interests are involved - - - I feel the strength of this country was ~~[illegible]~~ acquired through the little men like you - -

Thank you again -

~~P.S. - I'm afraid to sign it - might lose my head -~~

ADMINISTRATIVE FILE
Batey, Carl A.
X
X

January 8, 1960

Mr. Carl A. Batey
741 S. Irvine Ave.
Sharon, Penna.

Dear Sir and Brother:

In answer to your letter of January 5, 1960, I suggest you contact your Local Union or our Joint Council in the area with respect to the subject matter contained therein.

Fraternally yours,

James R. Hoffa
General President

JRH/jo

Sharon, Pa.
Jan. 5, 1960

Mr. James Hoffa:

Dear Mr. Hoffa,

Wishing to retire from active truck driving, I have made application for employment in service to the union. I have been requested to write you a letter stating my reasons for seeking work of this type.

There are too many non-union trucking companies hiring non-union men, for a non-liveable wage. My chief desire now is to help the drivers, truckhelpers, etc., obtain a better living thru what meager help I may be able to give them, in whatever capacity. This being my reason, I have a sincere desire to help bring these better conditions about.
I sincerely hope I will be given consideration in my expectations of employment.

Yours very truly
Carl A. Batey
Carl A. Batey
741 S. Irvine Ave.
Sharon Pa.

WESTERN UNION

SENDING BLANK

CALL LETTERS MDV 3/24/58 CHARGE TO Int. Bro. of Teamsters

ADMINISTRATIVE FILE

Mr. Murray W. Miller, Chairman
Southern Conference of Teamsters
1330 N. Industrial Blvd., Suite 212
Dallas, Texas.

Baton Rouge Industrial Contractors Association

The following telegram received here from Baton Rouge, Louisiana quote It is with deepest regrets we inform you of the untimely death of our President Mr. Robert F. Nichols on March 23rd, 1958. signed Baton Rouge Industrial Contractors Assn James H. Gill, Manager. End quote.

Harold J. Gibbons, Executive
Ass't to the Gen'l Pres.

HJG:b

Send the above message, subject to the terms on back hereof, which are hereby agreed to

PLEASE TYPE OR WRITE PLAINLY WITHIN BORDER—DO NOT FOLD

1269—(R 4-55)

ADMINISTRATIVE FILE
Batt, Robert
X
X

March 13, 1963

Mrs. Robert Batt
90 Hillviaw Road
St. Catherine, Ontario
Canada

Dear Mrs. Batt:

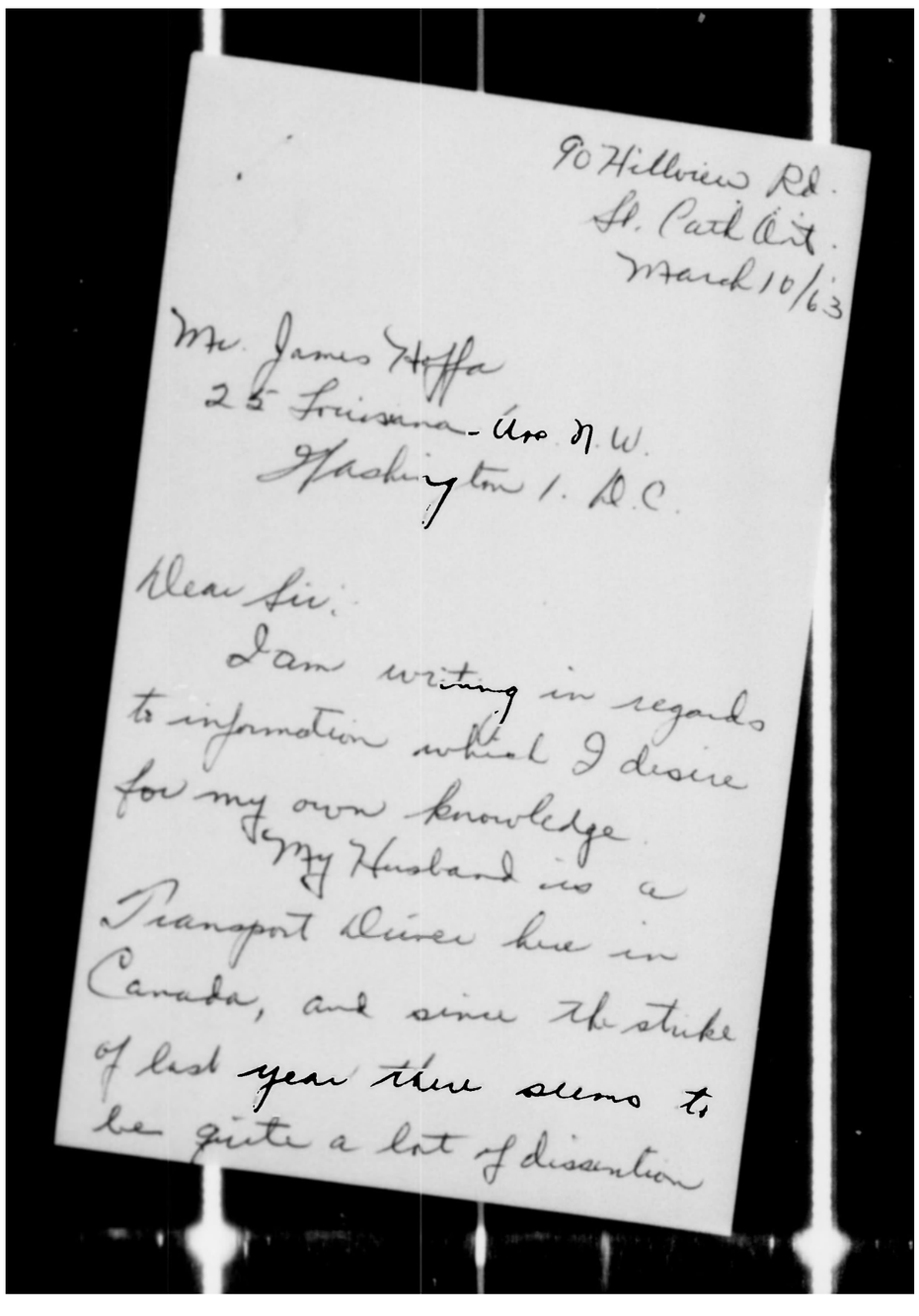
We have your letter of March 10th, and I can assure you that your husband's Teamsters' card will be honored in the United States, as it is in Canada.

He will, of course, have to be a member in good standing when he leaves his local union in Canada, and secure for himself an honorable withdrawal card. Upon obtaining employment in America, he will merely have to deposit this card in any local union in the country.

Very truly yours,

H. J. Gibbons
Executive Assistant
to the General President

HJG/mc

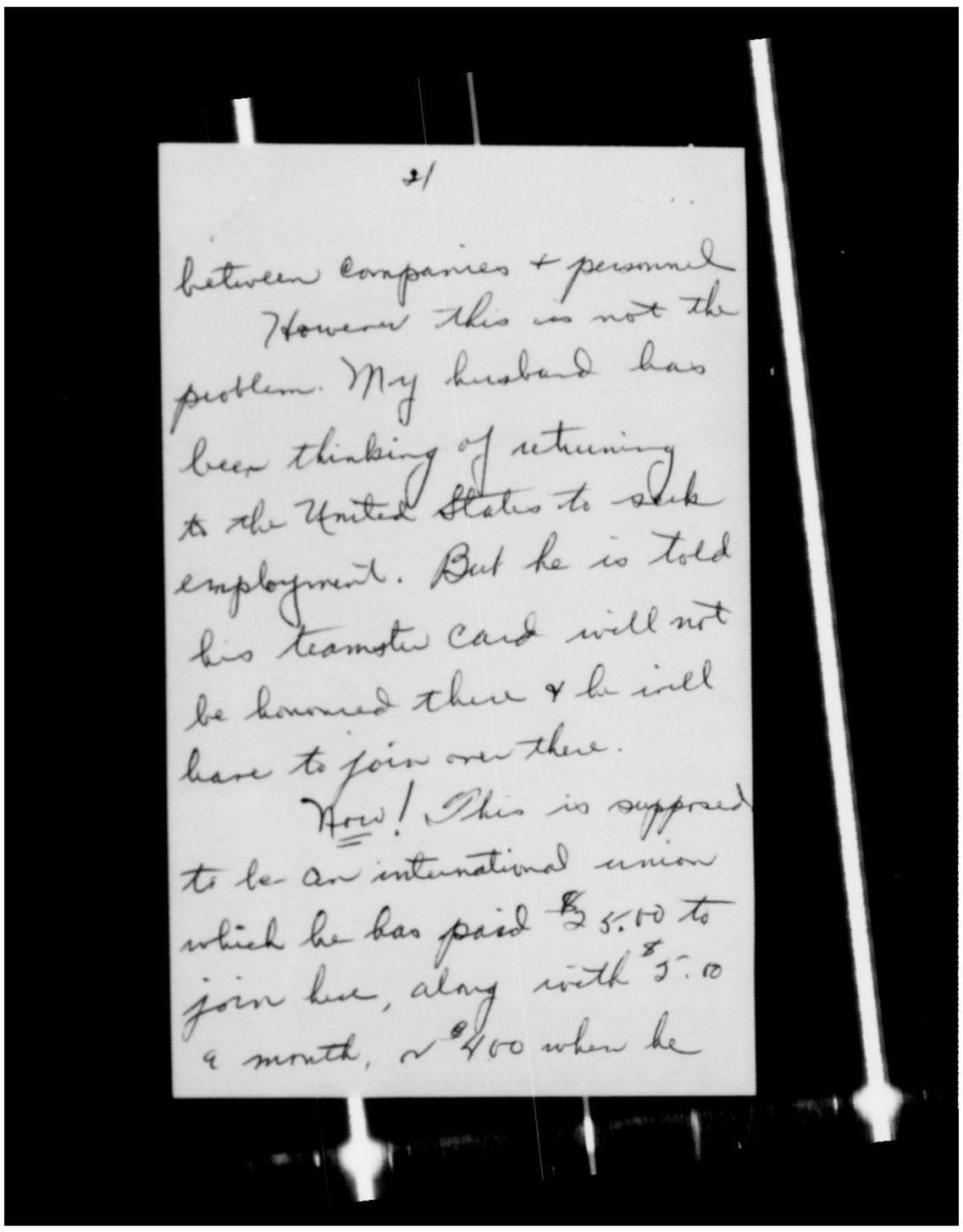

90 Hillview Rd.
St. Park Ont.
March 10/63

Mr. James Hoffa
25 Louisiana - Ave N.W.
Washington 1. D.C.

Dear Sir:

I am writing in regards to information which I desire for my own knowledge.

My Husband is a Transport driver here in Canada, and since the strike of last year there seems to be quite a lot of dissention

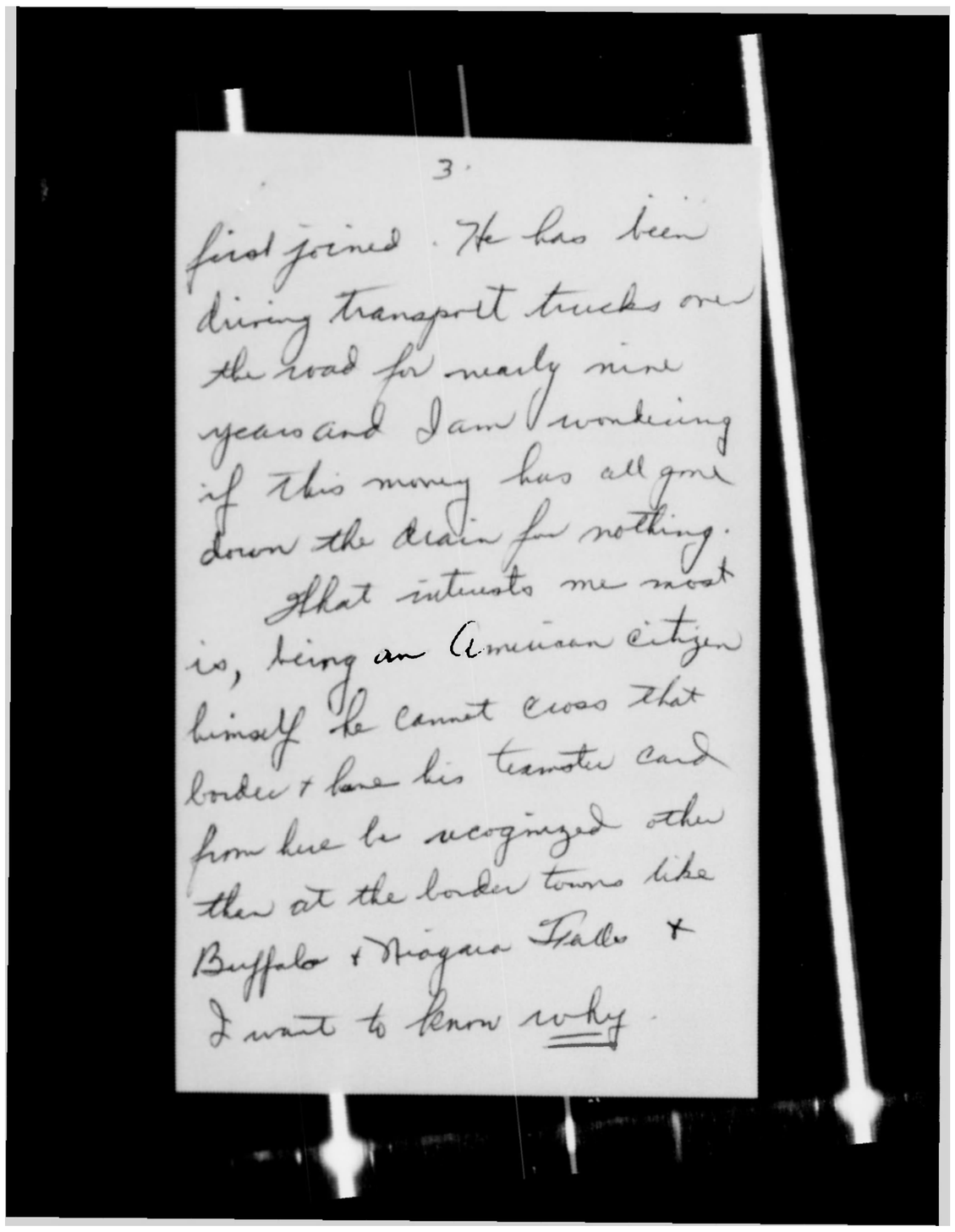


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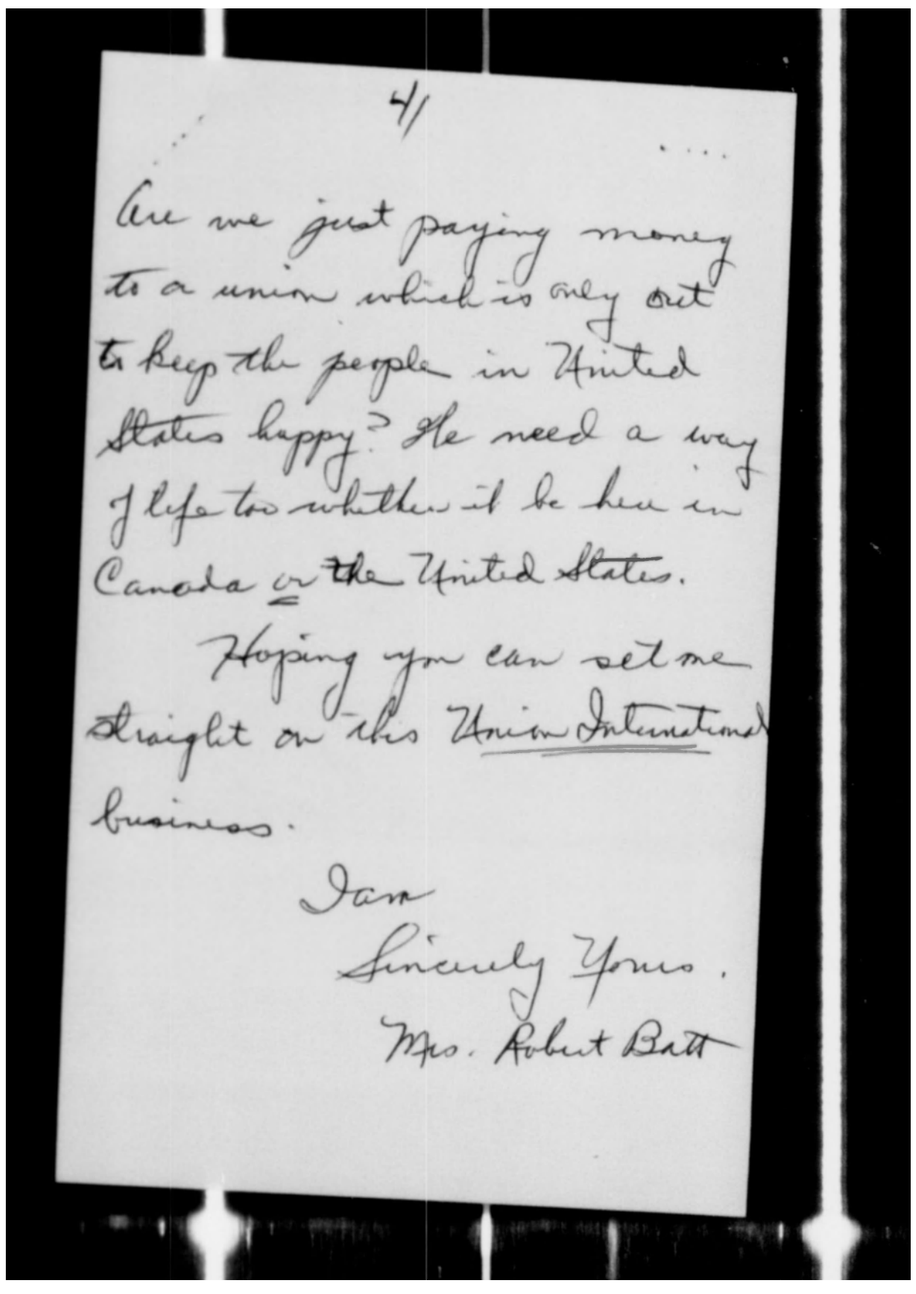
between companies + personnel

However this is not the problem. My husband has been thinking of returning to the United States to seek employment. But he is told his teamster card will not be honored there & he will have to join over there.

Now! This is supposed to be an international union which he has paid $5.00 to join here, along with $5.00 a month, or $400 when he


3.

first joined. He has been
driving transport trucks on
the road for nearly nine
years and I am wondering
if this money has all gone
down the drain for nothing.
What interests me most
is, being an American citizen
himself he cannot cross that
border + have his transfer card
from here be recognized other
then at the border towns like
Buffalo + Niagara Falls +
I want to know why.



4/

Are we just paying money to a union which is only out to keep the people in United States happy? We need a way of life too whether it be here in Canada or the United States.

Hoping you can set me straight on this Union International business.

Iam
Sincerely Yours.
Mrs. Robert Batt

Office of the General President

To: Mr. Mullenhola

From: H. J. Gibbons

8/18/58

RE: Statement from Lester F. Baum

This is your authority to pay the attached statement in the amount of $122.60 to Lester F. Baum.

H. J. Gibbons,
Executive Assistant to the
General President

HJG/yk
Attachment

ADMINISTRATIVE FILE

Bauman Insurance Agency

X

X

April 19, 1960

Bauman Insurance Agency
18645 James Couzens Highway
Detroit 35, Michigan

Dear Sir:

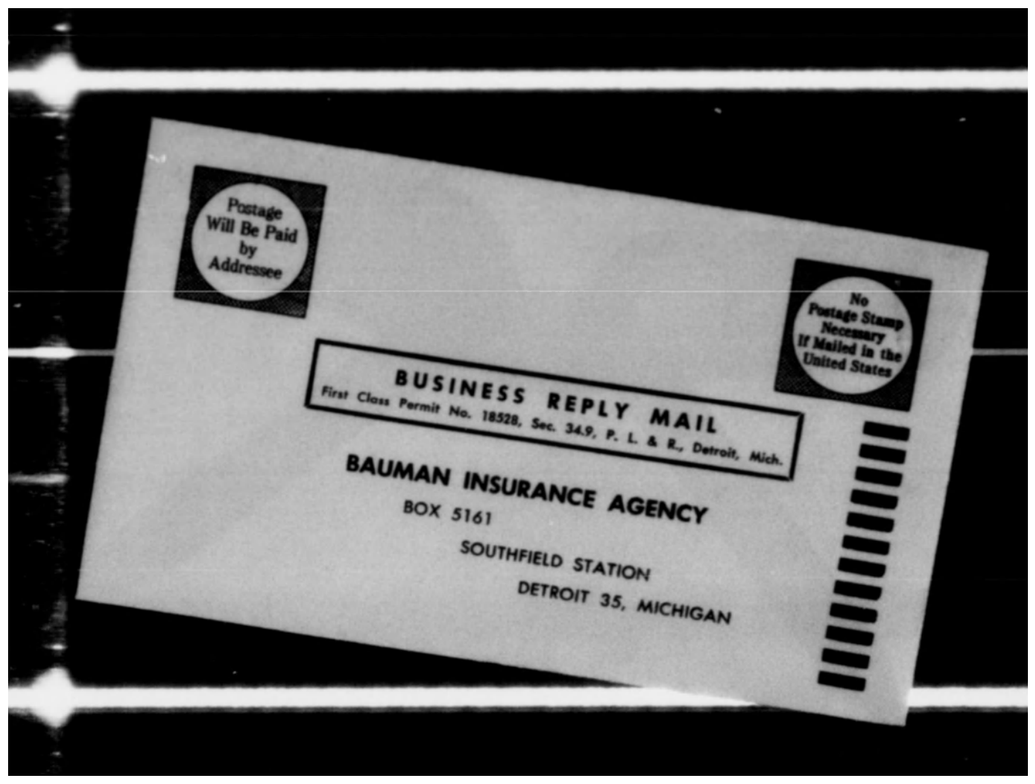
I am in receipt of the enclosed statement in the amount of $115.88.

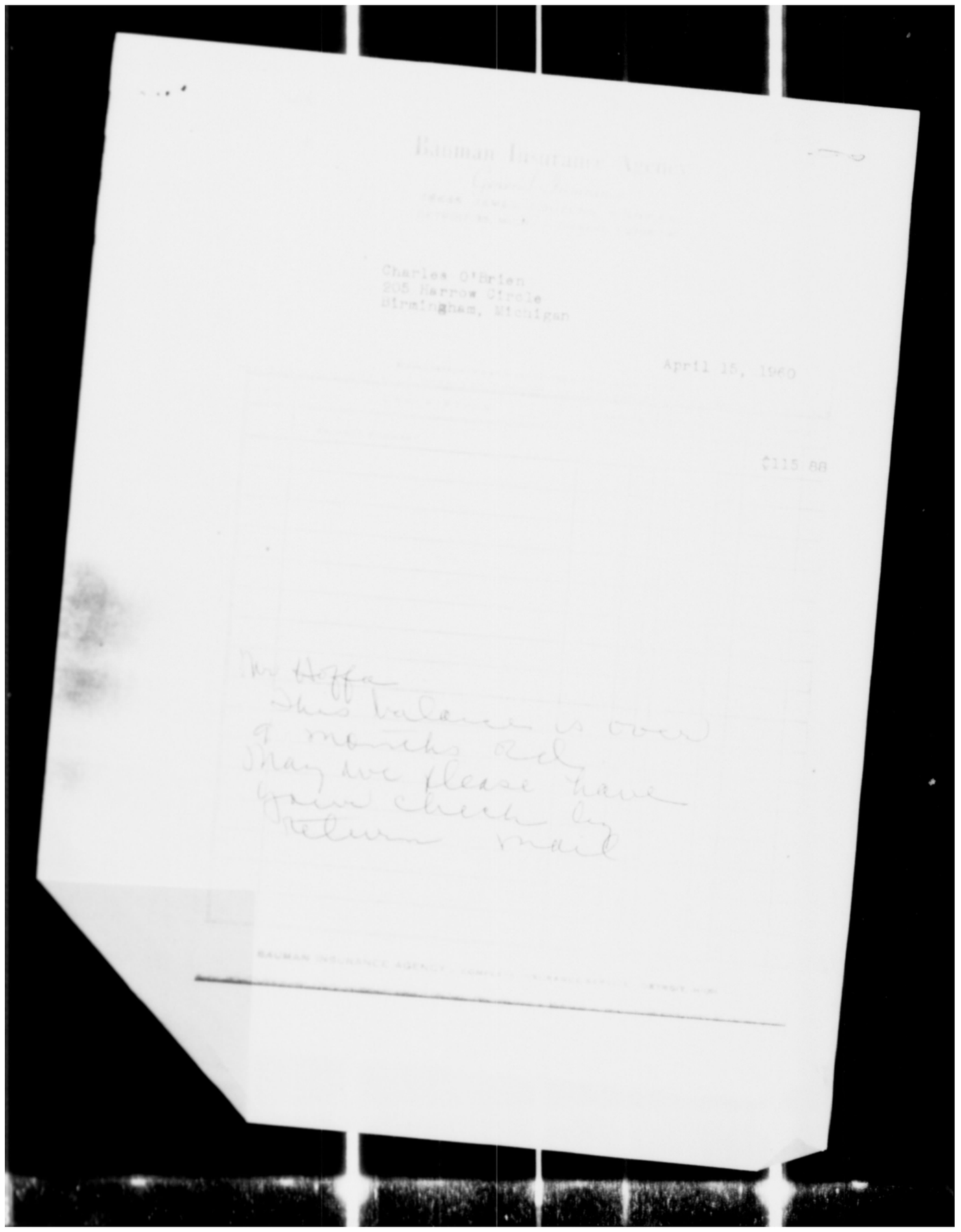
Would you kindly let me know what this is for and I will promptly remit the balance.

Very truly yours,

James R. Hoffa
General President

JRH/yk
Enc.


Postage
Will Be Paid
by
Addressee
No
Postage Stamp
Necessary
If Mailed in the
United States
BUSINESS REPLY MAIL
First Class Permit No. 18528, Sec. 34.9, P. L. & R., Detroit, Mich.
BAUMAN INSURANCE AGENCY
BOX 5161
SOUTHFIELD STATION
DETROIT 35, MICHIGAN


Bauman Insurance Agency
Charles O'Brien
205 Harrow Circle
Birmingham, Michigan
April 15, 1960
$115.88
Mr Hoffa
This balance is over
3 months old
May we please have
your check by
return mail

ADMINISTRATIVE FILE
Bauschta, Russell
X
X Goodwin, David C.

April 2, 1962

Mr. Joseph Morgan, Gen. Org.
International Bro. of Teamsters
2940 N. W. 7th Straat
Miami, Florida

Daar Sir and Brother:

Attached is a copy of a letter racsived from David C. Goodwin, which is salf-explanatory. This is baing forwardod to you for your information and disposition.

Fraternally yours,

James R. Hoffa
Ganeral Prasident

JRH/yh
jk

Joe Morgan

LAW OFFICES

BOLLES AND PRUNTY

1403 AINSLEY BUILDING

14 NORTHEAST 1ST AVENUE

MIAMI 32, FLORIDA

GEORGE C. BOLLES
JOHN W. PRUNTY
DAVID C. GOODWIN
HAROLD GRAY
RICHARD M. WINOKUR
ROBERT A. WARE, JR.
PETER L. NIMKOFF
MICHAEL C. SLOTNICK

March 30, 1962

Executive Secretary
National Brotherhood of Teamsters
25 Louisiana Avenue, NW
Washington 1, D. C.

Re: RUSSELL BAUSCHTA

Dear Sir:

We would appreciate your cooperation in helping us locate one Russell Beuschta who has worked in the Jacksonville and Miami, Florida, areas. We believe that he is a member in good standing of your Brotherhood but we have been unable to contact him. We understand that you may be able to contact him for us and, if you can do ao, would you kindly ask him to get in touch with the above firm.

Any information which you can furnish us as to the man's whereabouts would be most helpful and we would appreciate all you can do in this matter.

Very truly yours,

BOLLES AND PRUNTY

By: David C. Goodwin
David C. Goodwin
Of Counsel

DCG:jbc

ADMINISTRATIVE FILE

Baxley, C. J.
X 823
X

March 30, 1959

Mr. Floyd Webb, President
Teamsters Local Union No. 823
427 Michigan
Joplin, Missouri

Dear Sir and Brother:

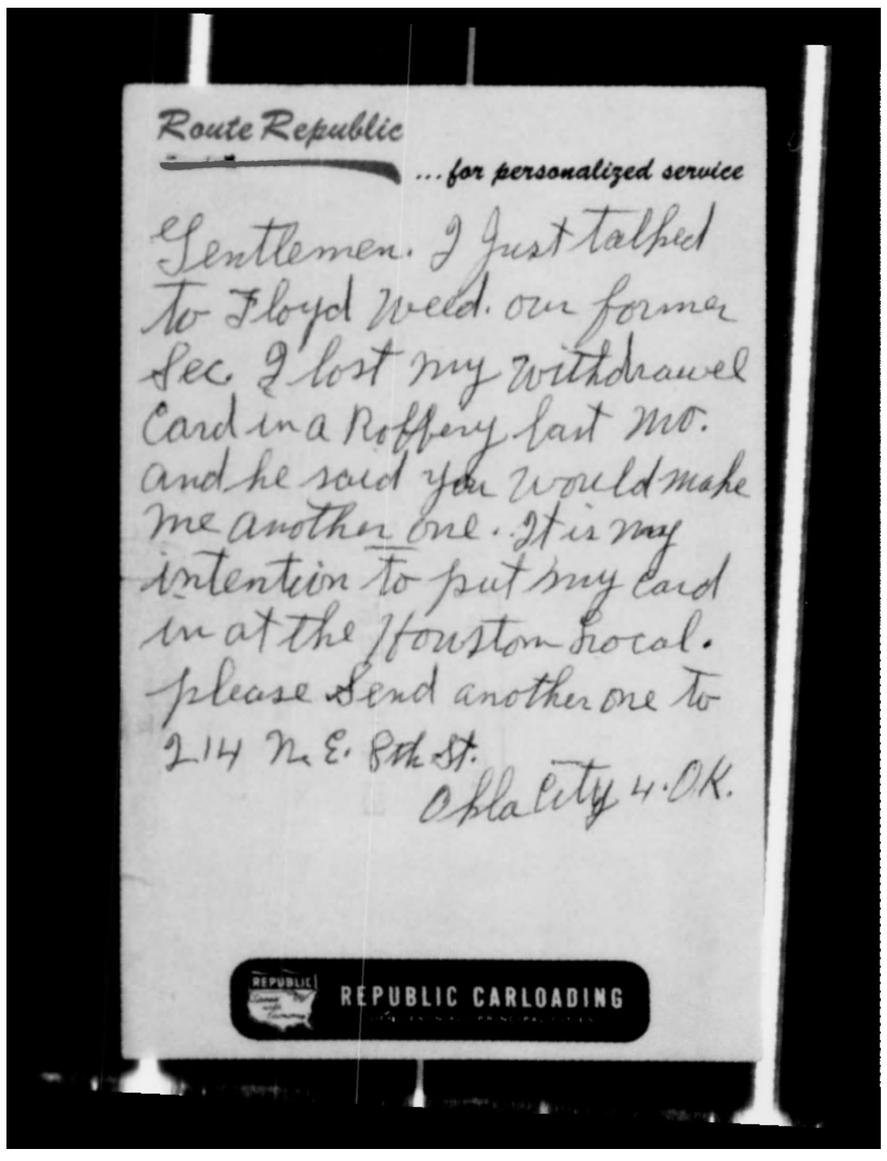
Attached is a copy of a letter from C. J. Baxley, 214 N. E. 8th Street, Oklahoma City 4, Okla.

Would you kindly re-issue him a withdrawl card.

Fraternally yours,

James R. Hoffa
General President

JRH/yk
Enc.


Route Republic
...for personalized service
Gentlemen. I just talked to Floyd Weld. our former Sec. I lost my withdrawel Card in a Roffery last mo. and he said you would make me another one. It is my intention to put my card in at the Houston Local. please Send another one to 214 N. E. 8th St. Oklacity 4. OK.
REPUBLIC CARLOADING